

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

[PRICE 6D.]

THE VICE-WARDEN'S COURT.

Arizonoas, Nov. 14.

the meetings, and various papers on the subject of information technology and the arts, with a variety of information attending to inventors and patentees. It is half a journal, half a directory for the day, but forms a standard work of reference, valuable to persons engaged in scientific, manufacturing, and mechanical pursuits. Vols. 1 and 2, fully bound, are already published, and no Vol. 3 is now in course of publication. The *Inventors' Directory*, price 5s. 6d., is a large book, bound in leather, and is published weekly, by a proprietor, at the printing office, No. 128, Strand, London.

As further applications are made to be put up by 100, bearing interest at 6 per cent, can be entered, the whole of the amount intended to be loaned being already on. Applications for such will be required up to the 1st January, 1901.

LAW INTELLIGENCE.

PROJECTED CITY RAILWAY COMPANY.

COURT OF QUEEN'S BENCH—DEC. 5.

BERTHAM, GENT., v. COOK AND OTHERS.—**Sir F. POLLOCK**, with whom were **Mr. Ballantyne** and **Mr. Pollock**, stated that this was an issue directed by the Lord Chancellor, to try whether the plaintiff was entitled to recover from the defendants, the directors of the City Railway Company, the amount of a bill which had been incurred by that company in the endeavour to pass a bill through Parliament. It happened that the attempt was not successful; but that was no reason whatever for depriving the plaintiff of the fair remuneration for his labour. The question of the plaintiff's right to recover, and that of the defendants' liability, were all that the jury had now to decide, for the question of amount was reserved by the Lord Chancellor. In the first instance, the plaintiff would present only a *prima facie* to the jury, leaving it to the defendants to impeach it as far as they might be able. He had an admission made by the defendants that the work and labour had been done, and that the money charged as expended had been expended; and that during the time that the work was in progress the defendants were the directors of the company. This would, in the first instance, be all that the plaintiff was required to prove. If the defendants had not, as he believed they had not, any good answer to offer to the action, he should be entitled to a verdict.

This admission was put in. A report of the directors was then read, in which the plaintiff's bill was referred to, and its amount stated.

A witness was then called to prove the work done. He stated that he had been employed to serve the notices required by the standing orders on a bill being brought into Parliament. He was some weeks engaged in this service. He was employed for the space of six weeks. He received 3*l.* a week during that time. There were about twenty other persons employed in the same manner.

Sir W. POLLETT, with whom were **Mr. Crowder** and **Mr. Wightman**, addressed the jury for the defendants. He first observed on the very bare manner in which this case had been opened and proved, the paucity of the statement as to the real nature of the transaction, and the very little evidence that had been laid before the jury, to enable them to form an opinion on the matter in issue between the parties. The case had already been fully discussed in the Court of Chancery, and the Lord Chancellor had directed this issue, with a view to be more fully informed on the subject. The jury might therefore judge his surprise when he found his learned friend giving so little evidence, and going so little into the real nature of the transaction. The jury had heard the general nature of the business for which the plaintiff now sought compensation. It was for the trouble of preparing and bringing into Parliament a bill to establish a company, which bill had failed, and the project had, therefore, never been carried into execution. Under such circumstances, it might naturally be expected that the demand would not be very considerable. The bill sent in by the plaintiff amounted, however, to 16,000*l.* A portion had been paid, but a sum of 9000*l.* was now sought to be recovered, and on the evidence which the plaintiff had put in the jury were now asked to give a verdict for that sum. He contended that there was not anything in the case which formed a reasonable ground for giving such a verdict. The question, in substance, for the jury to determine was, whether the defendants were liable to this demand, he having, as they alleged, agreed to do the work for costs out of pocket. In all these cases of projected companies it was manifest that those connected with the first formation of them could not hope or expect to be paid for their labour in the same manner as for labour performed for an established public body. Such an agreement as that which he had named was therefore both probable and proper. The attempt to form the company occurred in the year 1836; had it been successful, **Mr. Bertham** would, in all probability, have been its solicitor. He was therefore interested in its success, and might reasonably be expected to give some of his labour for the attainment of that object. He, therefore, made the agreement, that if the bill did not succeed, he was only to be paid the costs out of pocket, and that even those costs were to be paid from the funds of the company, and that the persons who were the directors were not to be held personally responsible for them. The reasonableness of such an agreement was manifest; the unreasonableness of some of the charges, and of the plaintiff's now holding the defendants liable was perfectly clear; yet the last he now attempted, and this on a bill where one of the charges alone consisted of 3000*l.* for the serving of notices. In the first service of notices there was some error, and fresh notices were served, and the whole charge was 7000*l.* He should prove the agreement—he should show how it was that the company failed—and he looked with confidence to a verdict for the defendants.

Several witnesses were called to make out this defence, and to show that it was partly in consequence of the plaintiff's own conduct in allowing persons to sign the deed for nominal shares that the bill did not succeed in Parliament.—A brother of the plaintiff was called in reply to this evidence.

Sir W. POLLETT replied on this last evidence, and **Sir F. POLLOCK** on the whole case.

Lord DENMAN summed up the case, and expressed a strong opinion against any practice of permitting persons to sign the deed for more shares than they really took, thus apparently giving their countenance to speculations that were in all probability of a ruinous nature. It appeared to him, however, on the evidence, that if in this respect the plaintiff had at all been guilty of what was imputed to him the directors were themselves equally culpable of the fact, and could not, therefore, set that up as an answer to his action.

The jury, at eight o'clock at night, returned a verdict for the plaintiff.

TOLL UPON COALS ON THE STOCKTON AND DARLINGTON RAILWAY.

COURT OF COMMON PLEAS—DEC. 5.

BARRETT & THE COMPANY.—This was an action for money had and received, in which the plaintiff was an extensive coalowner and merchant, and it was brought to recover a large sum, the alleged excess above the lawful tolls, exacted by the Stockton and Darlington Railway Company, for certain quantities of coals conveyed along their line. The questions raised were, whether the defendants were justified, under the Act of Incorporation, to charge an additional toll for the use of an improved inclined plane, made under another act obtained subsequently for that purpose; and, secondly, whether coals shipped at Stockton upon Tees, to be conveyed to other parts of England, came within the meaning of the act as "coals for exportation," and would be, therefore, only liable to pay the lower rate of duty; or whether they were to be regarded as inland coal, and, consequently, be subject to the higher amount of toll. Some weeks since the cause came on for argument, and engaged the attention of the court for some time, the Solicitor-General appearing for the plaintiff, and **Mr. Serjeant Channel** for the railway company.

The COURT, to-day, delivered judgment in the case, and were of opinion that, with regard to the term "exportation," as applied to coals shipped at Stockton upon Tees, in its plain and obvious meaning all coals were included that were shipped and carried from that port, to whatever place they were afterwards conveyed; judgment must, therefore, upon that point, be for the plaintiff, as he was bound only to pay the lower rate of tolls for coals shipped at Stockton for London, whereas the defendants had demanded and received the higher scale of duty. With respect to the other point, their lordships thought the railway company were fairly entitled to the increased toll, in order to remunerate them for the expenses they had incurred by forming the improved inclined plane, by which all traffic upon their line was greatly expedited. Upon that part of the case, therefore, judgment must be for the defendants.

LEASING THE RODDENHAM COAL MINES.

COURT OF CHANCERY—DEC. 7.

ORR, v. LYON.—The particulars of this case were given in our last. The arguments of counsel were resumed on Saturday morning, and concluded this afternoon.—His Lordship postponed his judgment.

GRAND COLLIER DOCK COMPANY.

VICE-CHANCELLOR'S COURT—DEC. 10.

FRANKTON v. GUYTON.—This case, which came on upon demurrer, brought before the court some circumstances relating to the Grand Collier Dock Company, which were fully reported some time ago in a case of "Mangles v. the Grand Collier Dock Company." In that case the plaintiff alleged that also members of the provisional committee of the company, in order to satisfy the rule of the House of Lords, which requires that three-fourths of the capital of any proposed company should be subscribed before the bill for incorporating the company would be entertained by their lordships, had entered into an additional subscription of 1000 shares each, upon the faith of which subscription the bill had passed; and that the parties who had thus subscribed had afterwards entered into an arrangement that the additional subscription should be held to trust for the company, and that pretended meetings of the company had afterwards sanctioned this proceeding, and taken the shares of the hands of the subscribers. Under these circumstances, **Mangles**, who was a *bona fide* shareholder, being used for the calls, filed his bill for relief on the ground that the company was a fraud and a bubble. His Honour allowed a demurrer to **Mangles**'s bill, and seemed to intimate an opinion that the subscription was good, but that the means taken to effect a subterfuge from the subscription were void. The present bill was filed by another *bona fide* shareholder for the purpose not of being relieved against his own liabilities, but of setting aside the secret trust, and of making the nine subscribers retain their shares, and pay their contributions according to the subscription.

His Honour said he would read the Act and the pleadings through before he should deliver judgment. But it appeared to him at present that the mere object of the bill was to give some sort of validity to the rule of the House of

Lords, for the protection of which rule the House had made no provision in the Act, or the bill would have it to be a sort of fraud if the subscribers were not so made as to make the subscribers permanently holders of their shares. It was a very remarkable thing that there was such a rule in the House of Lords, and that there was no such rule in the House of Commons. Perhaps the reason might be, that the House of Commons considered the rule would be impetuous. The Act was passed, however, without any clause protecting the effect of the rule. With reference to this consideration, he must see how far what was (done had) been legally done, for in that event all that could be said was, that the object of the rule had not been carried into effect, because there lordships had not framed the Bill as to carry it into effect.

BRITISH AND AUSTRALASIAN BANK.

Capital £1,000,000, in two series of shares of £20 each.

DIRECTORS.

Frederick Boucher, Esq., Managing Director.
W. H. Bernard, Esq.,
George Cox, Esq.,
Daniel Fryett, Jun., Esq.,
James B. Gordon, Esq.,
George S. Ogilvie, Esq.,
William H. Searnett, Esq.,
Walter Scott, Esq.,
George Whitcomb, Esq.,
With power to add to their number.

Mr. Richards, the accountant appointed by the Lord Mayor, the solicitor, and the directors, to examine the books and accounts of that establishment, attended at the Mansion-house, on Monday last, to make his report. **Alderman Pirie**, **Sir P. Laurie**, **Sir C. Marshall**, **Messrs. Boucher, Whitcomb, Biddome, Ashurst, Wheeler** (manager of the South Australian Bank), and a number of other gentlemen were present. In the course of some preliminary conversation, **Sir P. Laurie** said, that it was most important that an inquiry of this kind should be instituted, and wished that half of the companies established within the last few years, and by which the public had been enormously gulled, were inquired into. **Mr. Richards** then read his report, of which the following is an abstract:—

The bank has not been carried on under any act of Parliament or charter, nor has any deed of settlement of the company been as yet executed; but, in the month of January, 1839, the business was commenced under a prospectus, and had continued to be carried on without any other authority down to the present time. The prospectus is too long to set out in full, but it is essential to insert such portions as bear upon the report.

The directors handed to me the following balance-sheet of the general state of the affairs of the company:—

British and Australasian Bank, 55, Moorgate-street, London, Nov. 1, 1840.

Dr.—BALANCE.		ACCOUNT—Cr.	
Installments	£58,000 0 0	Preliminary expenses	£3,354 10 5
Interest	1,811 13 2	Balance due to bank	31,443 16 8
Exchange	4,269 0 4	Bills receivable	3,972 14 6
Commission	129 1 4	Advances	6,000 0 0
Premium	2,132 0 0	Sydney branch	27,329 14 5
Deposits on order	1,266 8 4	Hobart Town ditto	4,219 12 7
Consignments on account	9,549 18 10	Launceston	2,674 4 10
Balances due by bank	5,738 8 5	Port Phillip	4,954 17 10
Bills payable	3,103 17 0	Adelaide	1,739 18 7
Bills for collection	309 0 0	London & Western Bank	16 6 4
Ditto colonial	3,750 11 11	Cash balance	1,884 3 0
Annuity bonds	683 6 8	Australian Loan Company	89 19 0
H. Jennings (loan)	5 0 0	First dividend	1,816 0 0
	£90,375 6 0	Petty cash	£88,145 19 11

Before I commenced an examination of the books of the company, I made particular inquiry of the directors concerning the first item of 58,000*l.* on the debit side of the account, and was distinctly informed that it consisted of instalments on the shares of the company which had been paid up in full to that amount. I then called for a list of the balances due to the bank, stated as 31,443*l.* 16*s.* 8*d.* on the credit side of the account, and found that considerably more than one-third of this latter sum consisted of the instalments of the directors and shareholders not paid up, as above stated.

I find that **Mr. F. Boucher** (the managing director) has not made any payment on account of his shares. That he stands debtor to the bank on his share account 5000*l.*, and on his drawing account 1640*l.* 4*s.* 5*d.* **Mr. Boucher**'s shares appear to have been fifty, originally in his own name—125, originally the shares of **George Shadforth Ogilvie** (a director), but who was credited 3500*l.* on the 25th of June, 1840, and the shares carried to **Mr. Boucher**'s name, and the instalments debited to his account—fifty, originally those of **R. Compton**—fifty shares of **Stephen Fussell**, and twenty shares of **Robert Morrison**—all dealt with in the same manner. **Mr. Boucher** has also had 6000*l.* other advances, in manner hereafter shown.

Of the other directors, **Mr. Richards** remarks:—
Mr. W. H. Bernard—Debited for the instalments on his twenty-five shares, and in the ledger, debtor to the bank 37*l.* 11*s.*

Mr. George Cox—Never was a director, or held a share.
Mr. D. Fryett, jun.—Stands in the share list as having forty-two shares transferred to this company from the Australasian Loan Company, and debtor in the bank books 220*l.* 8*s.* 5*d.*

Mr. J. B. Gordon—Shares paid in full, and a creditor in the books for 71*l.* 10*s.* 3*d.*

Mr. G. S. Ogilvie—Holder of 125 shares, for which he stood debited in the bank ledger, but on the 25th June last he was credited 3500*l.* for all the instalments upon them, and his account balanced and closed, and **Mr. Boucher**'s account debited with the like sum.

Mr. W. H. Searnett—Name not in the bank books, either as director or shareholder.

Mr. W. Scott—Debited for the instalments on twenty-five shares, and debtor to the bank 370*l.* 1*s.* 5*d.*

Mr. G. Whitcomb—Debited in the bank ledger with 1000*l.* for the four instalments on fifty shares; but on his working account he appears a creditor of the bank for 633*l.* 17*s.* 5*d.* This balance in his favour arises by an item of 1000*l.* credited to him, and debited to **Mr. F. Boucher**, and of which all explanation was refused by those gentlemen; of course, if this item were taken away, he would be debtor on his working account 366*l.* 2*s.* 7*d.*, as well as the 1000*l.* on his share account.

I find that the 6000*l.* of "advances" consist of three advances of 2000*l.* each, made to **Mr. F. Boucher**; one by the Australasian Loan Company, on the 9th of August, 1838, on 160 shares in the Van Dieman's Land Company; one on the 13th of January, 1839, on 2500 acres of land in New South Wales, and 675 acres of land in South Australia; and one by the present bank on twenty-one New Zealand Preliminary Land Orders on the 18th of April last, but I have only seen securities for one of those advances. **Mr. F. Boucher**'s account would appear still larger against him but for one item, interlined in the ledger, to his credit in April last, of 1003*l.* 0*s.* 2*d.*, which has not been found for me in the cash book, or any other book of the bank, except the ledger, and which, although repeatedly inquired after, has not been explained to me. The books of the bank are exceedingly irregular, so much so that no examination would be satisfactory that did not sift the whole concern from the commencement. The agents of the bank have been appointed only by **Mr. F. Boucher**'s letters, and although such letters state to the agents that they have been appointed by a board of directors, I have not been shown any board minute of any one such appointment.—**Mr. F. Boucher**'s letters being the only records of such matters. No local directors have been yet appointed at any one of the branch banks in the colonies. With respect to most of them, the bank received deposits and granted letters of credit before they sent out any remittances or consignments to meet them. As to the Sydney branch, stated on the credit side of the balance-sheet at 27,329*l.* 14*s.* 5*d.*, I have gone very fully into that account, and the correspondence upon it, and although it appears by the bank books that the bank has made large advances on bills sent out, and goods consigned to that colony, yet such is the nature of the account, that it is impossible, without knowing the transactions in the colony, to come to a conclusion as to what balance is available. The books of the bank made an apparent balance of about 55,000*l.*, but this sum cannot be relied upon. The irregularity of the bank books also increases the uncertainty, for even my brief examination detected errors reducing the amount nearly 3000*l.*, and proved the existence of an outstanding credit which may cause a further diminution of 9000*l.*

A letter in the correspondence from **Mr. T. Walker**, the Sydney agent, to the managing director here, dated only 1st May last, contains the following paragraph:—"At present the account of the establishment with the Bank of Australia is considerably overdrawn—say to the extent of 2245*l.*; but at the end of this month I shall be in funds from bills current falling due, to an amount sufficient to enable me to set up to your instructions, should a favourable opportunity occur for my doing so; (his instructions were the investing on mortgages at Sydney 5000*l.*, that a lady had paid into the bank here, in the month of March, 1839, to be laid out on a mortgage in Sydney; but which sum was not advised of by the bank to **Mr. Walker**, their agent, until November (eight months afterwards)."

As to the Adelaide branch, I find that the bank took deposits of parties, and granted letters of credit, six months before it sent out any remittance or consignments to meet them; and that it had granted such letters to the extent of about 1000*l.* before it made a single remittance or consignment. **Mr. F. Boucher** has not satisfied me (**Mr. Richards**) that he did not know of his brother's previous departure from the colony when he granted the bills and letters of credit in September and October of last year.

I find that the bank books exhibit balances in favour of the bank at Hobart Town, Launceston, and Port Phillip, but the preceding remarks will show the uncertainty of the realisation, or to what unexpected claims they may be liable. Contrary to the usual practice of colonial banks, this bank has never shipped any specie whatever to any of its colonial agents.

Sir F. LAURIE requested to know from **Mr. Richards** whether that gentle-

man had seen the deed of settlement?—**Mr. Richards** replied, that he had seen what was called the deed of settlement, but there was no signature whatever to it.

Mr. Ashurst stated, that what he had heard put him completely in possession of the case, and he should proceed in the way which struck him as most conducive to the benefit of his clients. He then asked, whether any book containing an account of the profits derived from the shares had been handed to **Mr. Richards**?—That gentleman replied, that he asked for the check receipt-book, but he could not find that any receipts were taken. He perceived considerable discrepancies.

Mr. Biddome said, that the amount of the claim of his clients was 2400*l.*, and **Mr. Whitcomb**, one of the directors, said he feared the shareholders could not at present find the money to discharge that sum. He submitted whether it was creditable to keep a bank open when it could not pay 2500*l.*

Sir P. LAURIE declared that he really felt for the poor people who were defrauded. The eyes of the public would, however, now be opened by the investigation.—**Mr. Boucher** begged to say, that no defusion had been practised. It was stated by **Mr. Duncan**, an eminent accountant, who had investigated the concern, that there would be a considerable advance of profits above the debts.—**Sir P. LAURIE**—Why is not **Mr. Duncan**'s report here, if it be so favourable? Pray, did he examine the books which were submitted to the inspection of **Mr. Richards**?—**Mr. Boucher**—Certainly. We have not only the whole of the capital in hand, but considerably above it.

Alderman Pirie—I know what I should do if I were in **Sir Chapman Marshall**'s situation. I certainly should demand bail, for I consider that a number of poor people have been defrauded.—**Mr. Boucher**—I deny it altogether.

Sir C. MARSHALL said, it was evident that **Mr. Richards**'s report showed a very unsatisfactory state of things. He wished that the bank should have an opportunity of proving its solvency, and he suggested the propriety of producing **Mr. Duncan**'s report, which he should receive and cause to be read publicly with much pleasure. He begged one thing particularly—that **Mr. Boucher** would at once invest funds to pay the 2500*l.* to the unfortunate people at Australia—probably, at that moment, in extreme poverty. He called upon the manager and **Mr. Whitcomb**, the director, whatever might be the condition of the bank, to help those poor creatures.—**Mr. Boucher**—All that is justly due shall be paid. The bills on Adelaide shall be all paid. We are making arrangements to pay within a given time, and declared that the impression against the establishment was quite erroneous. The report was, he considered, one-sided.

Mr. Biddome said, that there was not a single fact in the report which was not submitted to, and which did not receive the sanction of, the gentlemen appointed to investigate.

Mr. Whitcomb declared that every book and paper of the establishment was submitted to the inspection of **Mr. Richards**.—That gentleman said, that he received every assistance, most certainly, from **Mr. Whitcomb**—but he could not say that of **Mr. Boucher**.—**Mr. Wheeler** also admitted the candour and assistance he had met with from **Mr. Whitcomb**. In all his experience of accounts he never in his life beheld books in such a condition as those of the concern in question. There was a book called a cash book, but it was a jumble which was completely unintelligible. It had nothing at all to do with cash.

Sir P. LAURIE said, that one thing at any rate was to be said for **Mr. Boucher**—he had faced the accusation well. He wished that all persons who ran headlong into speculations would consider that where there was great interest there was great risk.

Mr. Boucher being strongly pressed to consider of the poor people in Australia, ultimately said that he would give a bill on **Mr. Walker**, at Sydney, for the amount, which **Alderman Pirie** consented to receive, if the brother of **Mr. Walker** would put his name to it—this **Mr. Boucher** said he would endeavour to obtain.

Mr. Ashurst then called attention to the case of the poor Swiss, who paid 40*l.* at the Chatham Bank, and received a letter of credit on **Mr. Boucher**, which was dishonoured.—**Mr. Boucher** said, the person who drew on the establishment on that occasion had no authority to draw.

Mr. Gough then came forward, and said that he was the person. He was the agent of the bank, and he sent every shilling he received at Chatham to **Mr. Boucher**.—**Mr. Boucher** said, he was merely an agent as regarded shares.—**Mr. Gough**—I never sold a share. I was regularly appointed by you.—**Mr. Biddome** said, the letter appointing **Mr. Gough** could be produced. He was appointed without restriction.—**Mr. Ashurst**—It shows pretty well the nature of the accounts, when **Mr. Gough** is put down as indebted 3000*l.* to the British and Australasian Bank.

Sir C. MARSHALL—Well, **Mr. Boucher**, you had better produce **Mr. Duncan**'s report, if it is so favourable to you. This report certainly is not so.—**Mr. Boucher**—I shall consult the proprietors on the subject, and if they give me leave I shall produce it.

Mr. Ashurst—I shall proceed in my own way in this business.

THE "MINING JOURNAL"—THE "IRON TRADE."

(From "The Times.")

On Saturday **Mr. English** (the proprietor of the *Mining Journal*) attended before **Mr. Alderman Copeland**, to answer a summons obtained against him on the application of **Mr. Scrivenor**, of the Blaenavon Iron Works, to show cause why he detained a manuscript work upon iron written by him.

Mr. Cotton (the solicitor to **Mr. Scrivenor**) now repeated the complaint in the terms substantially the same as the statement given in the first report of **Mr. Scrivenor**'s application, and he now appeared in support of the case.

The **ALDERMAN** said if there was a written promise to return the manuscript, it was still the property of the author.

Mr. Aston (the solicitor for the defendant) said his answer was that there had been an agreement that it should be published. After reading the work, his client proposed a plan of publishing it in the *Mining Journal*, and afterwards as a separate work, of which the author might have 250 copies; or half the produce of the joint sale. If **Mr. Scrivenor** objected to this, he could have stopped the printing from his manuscript a long while since; instead of which he had retained the copy of the 13th chapter (the most important of the whole, as describing the modern improvements in the make and working of iron), and finding the work was eagerly sought in the mining districts, he now tried to compel **Mr. English** to make a new agreement. That **Mr. English** believed his proposal to be the subsisting arrangement was proved by his working off 250 copies of all the portion of the work **Mr. Scrivenor** had furnished. **Mr. English** was the party aggrieved by the withholding of the concluding chapter of the work. If **Mr. Scrivenor** did not assent to the proposal of taking 250 copies as payment, then the original understanding was in force, which was that ten guineas should be paid. **Mr. English** advertised a reward of ten guineas for an article or treatise upon iron, and this led to **Mr. Scrivenor**'s submitting his work for publication in the *Mining Journal*.

Mr. Alderman FARRERBROTHER said it was not to be supposed that the advertisement offering only ten guineas contemplated a great work, the result of nine years' labour. It must have referred to a letter or short article.

Mr. English said he had never paid a stipend for the many valuable articles relative to mining which had appeared in the *Journal*. The parties were content with the credit such publications gave them, and he might venture to say **Mr. Scrivenor** owed a lucrative appointment at the Blaenavon Works he had just received to the popularity he had obtained through the *Mining Journal*.

Mr. Ald. COPELAND asked if **Mr. Scrivenor** and **Mr. English** had seen each other?—**Mr. Cotton** replied they had not.

Mr. Ald. FARRERBROTHER said there was no verbal understanding between them; and if there was a written one let either party produce it.

Mr. Cotton said there was a proposition which was refused by his client, and that was all that passed. His client wrote repeatedly to know what remuneration he was to have for his work, without receiving any answer.

The **ALDERMAN** proposed to leave the subject to the arbitration of a barrister or publisher, but neither party appeared willing to accept the proposition. He then asked what **Mr. Scrivenor** had proposed?—**Mr. Cotton** said that he had offered for sixty guineas to supply the remainder of the work on the manuscript being returned to him, and on his retaining the copyright.

Alderman COPELAND proposed to leave the amount of remuneration to a competent person, that the manuscript should be given up, and that the remainder of the work should be published in the *Mining Journal*.

Mr. English said he was willing to give up the manuscript now, but he should not give the pledge required. He had expended a great deal of money in advertising the work, and spreading **Mr. Scrivenor**'s fame.

It was eventually agreed that the solicitors should confer together, and if they could not come to an arrangement, the magistrates would give their decision on Tuesday next.

On Tuesday **Mr. Cotton** and **Mr. Aston**, the solicitors for **Mr. Scrivenor** and **Mr. English** (of the *Mining Journal*), attended before **Mr. Alderman FARRERBROTHER**, but it appeared they had not come to any satisfactory arrangement. **Mr. Aston**, however, was prepared to give up the manuscript of the treatise on iron, and this removed the only question with which the magistrates could deal.

Mr. Cotton expressed his regret that, in the abridged report of the lengthy statements on each side, his answer to the imputation on his client had been omitted. In reply to **Mr. English**'s observation, that **Mr. Scrivenor** had acquiesced in the publication but he found that the work was likely to have a great circulation, and that he had only lately objected to it, with a view to an increased demand for the use of his manuscript, he (**Mr. Cotton**) recapitulated the points of the correspondence he had read in his opening, as also on applying for the summons, showing that **Mr. Scrivenor** had written three letters pressing an arrangement as to terms, one of them before there had been any publication, and two in February and March, and that he (**Mr.**

Cotton) had written four other letters to Mr. English, dated in June, July, and August, requiring that the manuscript should be returned, and the publication discontinued. Mr. Cotton hoped the high honour of his client would not be left doubtful.

Mr. Ald. FARRINGTON said, the explanation would no doubt be noticed. [It is right to say, that the report of the proceedings of Tuesday is an *ex parte* statement, made in the absence of Mr. English, and on which we make no comment, as its accuracy or otherwise must be determined in another court.—Ed. M. J.]

MINING CORRESPONDENCE.

ENGLISH MINES.

HOLBURN MINING COMPANY.

Dec. 7.—Hitchins's shaft is sunk to forty fathoms three feet; progress during the past fortnight much impeded, in consequence of being employed in cutting ground, fixing lift, putting in penthouse, dividing shaft, &c. In the 100 fathom level west the lode is fifteen inches wide, worth about 25l. per fathom. In winze, sinking below this level, the lode is eight inches wide, worth 5l. per fathom. Ninety Fathom Level, west of James's Winze—Lode improved; now eighteen inches wide, worth 20l. per fathom. Ninety Fathom Level, west of Dennis's Winze—Lode one foot wide, 15l. per fathom. The eighty east west has just intersected another cross-course. In this level east the lode is one foot wide, composed chiefly of mudstone and spar, with a promising appearance. In the winze, sinking under this level, the lode is fifteen inches wide, and worth 10l. per fathom. The lode in the western stopes, in back of eighty fathom level, is still a rich coarse ore, two and a half feet wide, 60l. per fathom. The lode in the eastern stopes, in back of eighty fathom level, is fifteen inches wide, worth 20l. per fathom. Seventy Fathom Level, Eastern Stopes—Lode sixteen inches wide, 15l. per fathom. Western Stopes, in back of ditto—Lode fourteen inches wide, 17l. per fathom. Sixty Fathom Level South, on Lead Course—No alteration. In this level east the lode is two feet wide, of mudstone and spar, with stones of copper ore. In Bray's shaft the lode continues about eighteen inches wide, with a kindly appearance. Tribute pitches, on the whole, still looking favourable. F. PHILLIPS.

TRETOIL MINING COMPANY.

Dec. 7.—Engine-Shaft—Lode continues split up, yet produces ore; ground continues hard; two fathoms have been sunk this month, likely to produce tribute ground. The shaft is now down 8 fms. 2 ft. below the thirty fathom level. Thirty Fathom Level West—Lode one foot wide, tribute ground; about eleven fathoms have been driven on last month—much the same. Thirty Fathom East—Lode nine inches wide, tribute ground; about seven fathoms driven—five fathoms unproductive, two fathoms tribute. Twenty Fathom Level, east of Williams's shaft—Lode one foot wide, tribute ground—twelve fathoms driven—much the same. Twenty Fathom, west of John's shaft—Supposed; about six fathoms driven—first four fathoms tribute ground, last two unproductive. Ten Fathom, east of Williams's—Lode nine inches wide; five fathoms and a half driven—three fathoms tribute ground, two and a half fathoms very good tribute ground. John's shaft has lately been holed from the twenty to the thirty fathom level, also two winzes—one from the ten to the twenty has laid open very good tribute ground throughout. The cross-cut driving towards the Mine Park lode is progressing in good ground; 9 fms. 3 ft. driven; lately intersected a small lode, four inches wide, underlying south, which is likely to produce tribute ground when driven on. On Friday last we set nineteen pitches—one at 10s., two at 9s., five at 8s. 6d., three at 8s., one at 4s. 6d., one at 4s., one at 3s. 4d., one at 3s., one at 2s. 9d., one at 2s., one at 1s. 6d., one at 1s. 4d., one at 1s. 2d., one at 1s. J. MORCOM.

TRELKHOE CONSOLIDATED MINING COMPANY.

Dec. 5.—We have nothing particularly new to mention since the letter of last week, except in the sixty fathom level west, from Christie shaft; we have seen the lode west of the cross-course, which is large and rich, but we have not extended far enough on it to give its real value. We have a pretty looking lode at the thirty-four fathom level, in driving west from Good Fortune shaft, on Shanger south lode. The whole of the pitches and bargains are working regularly, except the winze under the fifty east, which we are obliged to suspend on account of the water, but we expect daily to be able to resume it. WILLIAM SINGCOE.

TAMAR SILVER-LEAD MINING COMPANY.

Dec. 7.—In the 135 fathom level the lode is about three feet wide, carrying a small bunch of silver-lead ore. In the 125 fathom level the lode is one foot wide, at present rather in a disordered state. In the 115 fathom level the lode is from three to four feet big, intersected with several branches of ore. In the 105 fathom level the lode is at present intersected with a slide course. In the ninety-five fathom level the lode is two feet big, producing good work. The eighty-five fathom level is still in soft flaccid ground, that is unproductive. In the seventy-five end the lode is two feet wide, composed of capel, spar, and mudstone, and silver-lead ore. At the forty-five fathom level the lode is one foot wide, on the west part of which is a rich branch of ore. The tributaries are working well, and they have, in general, a fair prospect of getting wages. M. JAMES.

WHEEL LEADS MINING COMPANY.

Dec. 5.—Eighty Fathom Level West—Lode disordered by a small slide. Rise, in back of Eighty Fathom Level—Lode not taken down since my last. Seventy Fathom Level East—Lode two feet wide, producing two tons of ore per fathom. Ditto, west—Lode one foot wide, producing one ton of ore per fathom. Sixty Fathom Level East—Very kindly, and producing a little more than one ton of ore per fathom. The men rising to communicate to winze in bottom of fifty east have a large lode, producing one ton of ore per fathom. We have cut a branch in the cross cut, two inches wide, but do not consider it to be the lode; the ground is improved. The tributaries are working very well. C. H. RICHARDS.

WEST WHEAL JEWEL MINING ASSOCIATION.

Dec. 7.—The forty-two fathom level, on Wheal Jewel lode, is two and a half feet wide, and the rise in the bank of the level is worth 4l. per fathom. The thirty west, on this lode, is nine inches wide, peach and grey ore. The twenty fathom level west, on this lode, is eighteen inches wide, and worth 9l. per fathom; and the deep adit west is worth 7l. per fathom. The forty-two east, on the south lode, has not been taken down this week. The thirty west is worth 3l. per fathom, and in the deep adit west this lode is worth 10l. per fathom, and the ground much improved. The deep adit east is worth 3l. per fathom. STEPHEN LEAN.

UNITED HILLS MINING COMPANY.

Dec. 5.—Adit East, east of Eastern Shaft—Lode 1 ft. 6 in. wide, with stones of ore. Adit East, west of Clarke's Shaft—Lode two feet wide, promising appearance. Thirty Fathom Level, east of Eastern Shaft—Lode two feet wide—one foot on the north part good ore. Thirty-six Fathom Level, east of Burton's Shaft—No alteration in this end. Thirty-six Fathom Level, west of ditto—Lode four feet wide—two feet on the south side producing ore of a fair quality. Forty Fathom Level, west of James's Shaft—Lode two feet wide—poor. Webster's Winze, sinking under the Forty Fathom Level—Lode four feet wide, coarse in quality. Stopes, bottom of Forty Fathom Level, west of ditto—Lode 3 ft. 6 in. wide, ore of a fair quality. Stopes, bottom of ditto, east of ditto—The same. Stopes, bottom of ditto, west of Nettle's Winze—Lode four feet wide—two feet on north part good ore. Stopes, back of ditto, east of Webster's—Lode 3 ft. 6 in. wide, ore throughout, but not rich. Eastern Shaft, sinking—Lode 2 ft. 6 in. wide, producing but very little ore. Fifty Fathom Level, east of Williams's—Lode 2 ft. 6 in. wide, producing some good stones of ore. Fifty Fathom Level, west of Diagonal Shaft—Lode six feet wide, ore throughout, but coarse in quality. Williams's Engine-Shaft—Lode 3 ft. 6 in. wide, rather improved since last reported. Forty Fathom Level, east of Eastern Shaft, with the back on tribute at 1s. 6d.—Lode two feet wide, good ore. C. PENROSE.

BEDMOOR CONSOLIDATED MINING COMPANY.

Dec. 7.—The north engine-shaft is sunk four fathoms below the forty fathom level; ground much the same as heretofore—favourable. The forty fathom level cross-cut is extended twelve fathoms three feet south of engine-shaft—ground continues rather hard. In driving east on the Great South Copper Lode, at the thirty fathom level, we find the prospects more encouraging than for some weeks past; the lode is about three feet big, composed of capel, spar, and mudstone, with some rich stones of copper ore. In driving north at this level, on the course of the silver-lead lode, the appearances are favourable; the lode is from four to six inches wide, yielding a little ore; the ground here is of the most promising description for mineral. The prospects in the tribute department are much the same as stated in my last. The rise against Huel Down adit shaft is up about three fathoms. SAMUEL HARPER.

FOLKLEIGH MINING COMPANY.

Dec. 6.—Since my last, of the 20th ult., we have passed through some good ground in driving the twenty-two fathom level east, on Dorena's lode; the leader part has been from five to six inches wide—very rich; it continued so until last Thursday, when that rich part became reduced in size; it is now about two inches wide, quite as rich as before, and we have every reason to believe it is only a partial failure, as the lode altogether continues its size (three feet wide), and the level has still a very promising appearance. In sinking Dorena's shaft, we find the lode to be from three to four feet wide, producing good stones of tin, and the whole width will yield some work. We have put a stopes over the bottom of the twenty-two fathom level, and find a large and kindly lode there; it is two feet wide, and the whole will produce good work, but the water is so abundant, that we can do but very little until we get Dorena's shaft sunk below that level and the flat-rocks removed there from Vice's shaft. We consider the prospects will warrant our making such alteration, when we are prepared for so doing, which will be after a communication is made with the twenty-two fathom level and the said Dorena's shaft. With respect to our tribute pitches they are much the same as stated in my last, excepting one working at the bottom of the twelve fathom level, by six men, at 12s. in the 12, on the Downright lode, which is improved. At Murray's, agreeably to your request, we have set a party of men there to work on tribute in Wheal Harriet lode. R. ROWS.

FOREIGN MINES.

FALMOUTH, Dec. 7.—Her Majesty's packet *Cruze*, Lieut. Hill, has arrived. She is from Tampico, Oct. 18; Vera Cruz, 29; Havannah, Nov. 10. She has brought not so large a freight as was anticipated, having only 95,000 dollars. About 20,000 were shipped at Tampico. Our correspondents inform us that it will fall to the good luck of the following packet, the *Star*, Lieut. Smith, to receive the amazing freight of nearly 1,000,000 of dollars. The *Cruze* had only one passenger, a miner.

REAL DEL MONTE MINING COMPANY.

Oct. 22.—In San Ramon nothing done in present month, and little in Santa Barbara winze, on account of the water, which has stopped the ventilation; the tribute men are now employed in securing the ground, and we hope, as soon as completed, to resume workings east.

Dolores.—The 191 vara level, driving south, has not yet reached the south wall; suspended this week, as the lode is poor. Barreteros are stopping east and west of San Luis winze—lode large, smelting and argente ore.

Terreros.—In San Miguel level west the ground is favourable, with argente ore, and some water from south side of level.

Esperanza Level.—In the south part of the vein the ground is soft and troublesome, owing to water from south side of level—a few stones of argente ore found here.

San Francisco.—We have cleared a winze below the adit, 327 varas west of Guadalupe shaft, and have come to the water in old workings, which is gradually sinking, and is now seven and three quarter varas below adit.

Santa Ynez.—In the adit level, driving north of Biscaina, the ground is favourable, but poor. Driving north from top of rise, forty varas above adit, we find some argente ore. Cross-cut driving east—Ground hard.

Santa Brigida.—We have cleared about nine varas north, and eighteen varas south, of San Felipe winze—in the north part argente ore. We have also cleared a winze called San Miguel, which is now down about nine varas, where there is argente ore. In consequence of the accident, by which the main balance-hob was broken at Terreros, and by which—from raising water—we are prevented raising ore from the principal places below, we have thought it best to suspend several tutwork bargains, in order to reduce the cost—the total employing 228 men, which I hope may be suspended for a month without much disadvantage.

BOLANOS MINING COMPANY.

Oct. 22.—*San Clemente*.—In the working of San Fernando, since last month, no change has taken place in the character of the vein; in the level going west the vein is unproductive; the eastern level gives an encouragement at all, if we judge by the result obtained in La Luz, where sixty-six and three quarter varas have been driven without any ore. In the level of La Luz, the western part of vein has assumed a character quite different from eastern part; it has gradually increased to two and a half varas wide, composed of massive "brozo," whose ley once rose to thirty marcos per moneta; it, however, sank to twenty—then from eight to nine and a half marcos, without any change in width. Regarding the working on cargo, I have to state that the vein of San José has produced two-fifths of all the ore extracted from the mine, the ley of the ore of both veins being nearly equal. Total extraction of ore, 2950 cargas 10 arrobas.

San Nicolas.—During the principal part of the month we have been engaged effecting regular ventilation in the principal canon, de Burn Suceso, which will be complete in the first part of October, when we shall commence a canon beneath the principal one, the driving of which, towards the mine of Melancho, is of the greatest importance. The end going west in San Esperidiano has proved rather unproductive. The working on cargo has become less productive, owing to the cintas having become narrower, especially in the rises of La Esperanza, where a good quantity of ore was raised formerly. Total extraction of ore, 479 cargas 5 arrobas.

Melancho.—It seems that, finally, this mine has arrived by degrees at a state which lets us hope it may repay the outlay in Espiritu Santo vein, composed of tolerably good ores, and upwards of two varas wide; this has produced the greatest of the ore raised during the month, and it will be desirable (as there is every reason to hope we shall) soon to reach the old workings, where every body avers abundance of ore of superior ley has been left. The two ends of the Canon de Santiago have failed a good deal. Huen Suceso has not changed so much. We must give up all hope of finding a shoot of ore.

San Antonio.—Cintas still from four to six fingers wide produced but a few cargas of ore—ley, however, not less than ten to thirteen marcos per moneta.

San Nicolas.—The water having gone down six and three-quarter varas, we cleared the Muestro Senora del Refugio; the ore produced from eight to eleven and a half marcos per moneta; this point is of much importance from the quantity which can be raised. I hope that in the month of October the mine will be in a much more favourable state than it has been till now.—Ores raised in September 3544 cargas.

ANGLO-MEXICAN MINING COMPANY.

Oct. 18.—*Sirena*.—The sales at this mine for the four weeks ending the 10th inst. have averaged in quantity 307 cargas, and in amount \$1600 weekly, and the total amount paid to the company for rent has been \$426 4 s. The mine is again producing some rich ore from the hills above, which continue to be almost, if not entirely, the only productive points.

Asuncion.—The present state of the productive parts of this mine is certainly more encouraging than it has been for some time past, and I am inclined to hope that the produce of the last two weeks will have a surplus over cost. It is, however, to be apprehended, that our best labor (San Lauriano) may ere long communicate with old workings, in which case our results will be less favourable again; the old workings of San Pedro, which have never yet entirely failed us, still continue productive, especially in the contra cielo.

Cedro.—The state of this mine is not quite so flattering as it was when my letter of the 18th ult. was written, nevertheless, no change has been experienced beyond such as are of ordinary occurrence in all mines, and certainly not calculated to dispirit us, as the average produce of the last five weeks has been about 350 cargas, of a ley rather improved than otherwise. It is also an encouraging circumstance, that the ore is again widening out towards the north-west, under San Augustin, and I now hope to have a freight going in that direction in the course of a few days, besides that of Santa Victoria, which is driving to the south-east, and was commenced immediately after the receipt of your July dispatches. I am very desirous to get more ground opened out in this way, because I anticipate with much confidence that will not only augment produce, but improve the comparative returns of the mine.

Our "desencufo" of a new pertinencia has been admitted by the authorities, and possession will be given in due form on an early day. J. STANLEY.

UNITED MEXICAN MINING ASSOCIATION.

Silao, Oct. 16.—In anticipation of the expected arrival of the August packet, I beg leave to hand to you herewith duplicates of my last letters to the court, dated the 18th and 25th ult., forwarded per packet *Skylark*, and of the usual enclosures, referred to therein, and to transmit also the following documents in original, &c.

Mine of Reyes.—I am sorry to have to state that the general produce of the mine has fallen off very materially in quality ever since the report made thereof in my letter of the 19th ult., and that the sales on joint account with business have diminished in amount in the same ratio, owing to the simultaneous poverty met with in both quarters, and which, I regret to add, continues up to the present moment, while at the same time I indulge the hope it will not be of long duration. The quantity of picked ore during the aforementioned period—say from the 17th ult. to the 10th inst.—has averaged 534 cargas weekly; and the sales of ores on joint account with business, of which there have been four, have yielded the gross amount of \$13,308 6 s. or \$207 13 s. weekly, the two sources together giving as a general result of operations, a weekly surplus of about \$1000, over and above all expenses at the mine, and for the reduction of the ore.

Remittances.—The Tampico consignment of 20th ult. reached San Luis Potosi in safety, although threatened with an attack by a numerous band of robbers from the first day after its departure from hence, and it is detained there by order of Government, in consequence of a political revolution recently broken out in the city of Victoria, the capital of the department of Tamaulipas, and which it was feared would extend itself to Tampico, and other parts of the said department. These fears, I am happy to say, have not been realized, and which circumstance tends to the belief, as well as hope, that the road from San Luis Potosi to Tampico will be so far secure and safe, as to enable the general Government to permit the consignment to proceed to its destination, with, however, a competent escort, in a ordinary case, orders have been obtained for its proceeding to Vera Cruz, which will be carried into effect only in the event of the Tampico road being considered insecure. These outward circumstances have necessarily given rise to the transmission of instructions to our agents at San Luis Potosi (Messrs. Funder, Staines, & Co.), and suggestions to Messrs. Manning and Marshall in behalf of the security and ultimate remission of the association's

funds in said consignment. The property is perfectly safe at San Luis, and will not be removed from thence, either to proceed to Tampico or Vera Cruz until a corresponding, and equal security, be afforded by the general Government. The inconvenience, therefore, will be confined to delay the meanwhile and a little additional expense. I fully expect that, in a few days, a determination will be taken, whether the consignment shall proceed to Tampico or Vera Cruz, and that in either case the funds by it will be fully protected. Statement showing the outlay and returns, in respect of the mine of Reyes, from the 1st of January to the week ending the 10th of October, inclusive, and the value of ores on hand:—

Amount of realised surplus, as per accounts of 30th June ..	\$31,225 0 0
Outlay from 30th June to 10th October ..	\$136,035 6 1
Returns during the same period ..	190,978 5 4—34,842 7 3

Excess of returns ..	\$106,097 7 3
Value of ores at the hacienda of Barrera ..	\$33,630 0 0
At the mine ..	4,103 0 0—37,733 0 0
Total surplus ..	\$143,360 7 3

J. N. SWOOLERS.

Report on the State of the Workings of the Mine of Reyes.
Oct. 15.—*La Purisima*.—No change has taken place in the end of Santa Margarita. The end of Santa Victoria is now advancing in two branches. The body of ore in the lower end is producing a fair quantity of the better classes of ore, whilst that in the upper end is rather unproductive. In following up the good ores, east in the point of Natividad, in San Paulino, a communication was made with a working to the north-west of San Juan Nepomuceno, filled with rubbish. In the pit commenced on the good ores (and where there may be some solid ground) the produce is now of an ordinary nature, and at the same time very scarce. The pit of San Paulino contains a small quantity of the most common classes of ore. Fifteen pairs of barman are employed in La Purisima by day, and twelve pair by night. The weekly produce of ore in the rough state has averaged 780 cargas, which, when picked, have yielded 404 cargas of ores, calculated to be worth \$2024, exclusive of reduction expenses.

San Cayetano.—The end of Jesus and pit in the same end have fallen off since the last report, and contain little more than a few narrow threads of fair quality running over the large surface of the workings. The pit of San Feliciano is being driven down in a northerly direction, whilst following the small quantity of ore that is met with, and which proves to be of a very ordinary quality; an end to the north-west is being opened between this pit and the end of Jesus, the extraction from which is of the same quality as that from the other points. In the pit of San Francisco some small bunches of good ore are met with among the common classes. The pit of La Luz advances without any variation being observed. Twenty-three pairs of barman are employed in San Cayetano by day, and as many by night.

Los Reyes and Los Animas.—The pit of Santa Rita continues much in the same state as mentioned in last report; a few bunches of good ore are occasionally found, and the produce generally is good. The ends of Animas contain a small portion of common ore, and the number of workmen has been reduced; the surplus is now employed in two points on the (south-east) side of the original pit of San Cayetano, where some ores of a more promising character have been met with. Fourteen pairs of barman are employed by day and eleven pair by night. The weekly produce of ore in the rough state from San Cayetano, Los Reyes, Los Animas, and the other points, has averaged 1320 cargas, which, when picked, have yielded 177 cargas of ore, calculated to be worth \$998, exclusive of reduction expenses. No variation has taken place in San Juan Bautista.

San Ambrosio.—A considerable falling off in the produce of this working has taken place since the last report; the ores are of an ordinary quality, and the lode has become very variable. Four pairs of barman are at present employed by day, and as many by night. The weekly produce of picked ore has averaged twenty-seven cargas, calculated to be worth \$215, exclusive of reduction expenses.

San Miguel.—In following up the works of research on this side of the mine, nothing of consequence has been met with. The pit of San Antonio is suspended, as the water met with seems to be on a level with that in the shaft, consequently it cannot be lowered in San Antonio when filtration from the shaft goes on. The cross-cut of Espiritu Santo in its progress reaches narrow threads of ore, of a poor quality, and is now approaching one of the points of Melancho, worked by a buscon. Ten pairs of barman are employed in San Miguel by day. The weekly produce of picked ore has averaged twenty-five cargas, calculated to be worth \$135, exclusive of reduction expenses. There have been four sales of ores extracted by the buscon, amounting in all to \$12,385 6 s. of which one-half, \$6142 7 s. belongs to the mine.

Ores sent to the hacienda of Barrera ..	3856 cargas
Ores on hand at the mine—picked ..	8194
unpicked ..	300—12024

G. R. GREENWICH.

COAL IN BENGAL—MINES OF BURDWAN.

The great increase in the consumption of coal in Bengal is mentioned in the Indian newspapers as a circumstance of congratulation. The increase is estimated at 12 laas of maunds (say 8,200,000 lb.) per annum. The consideration of this increase has led to a curious investigation into the history of the consumption of Bengal coal, and it appears that the earliest authentic information on the subject is, that a political agent, employed in the district of Beerbhoom, sent down in 1774 about 2000 maunds (say 164,000 lb.) to the arsenal, from a village called Ayura, near which the excavations are still visible. The supply, however, soon ceased, and it does not seem that the coals were approved of. The mines were neglected for above forty years. A subsequent operation was commenced on the Sylhet coal in 1813, and continued for above two years, when this experiment was abandoned. This coal has been found far superior to the other, but certain local difficulties have prevented it from being freely used. In 1816, the mines of Burdwan were again explored, and a Mr. Jones, supported by the Marquis of Hastings, who granted a loan from the Treasury, formed an establishment for working them, and continued his labours till 1821, when he found it necessary to erect a steam-engine. He died before the completion of this project, which fell into other hands; but his successors obtained a superior article, which was soon used in the smithies and in the steam-engine at Serampore. The construction of the *Diana* steamer at Calcutta about this time gave a new impulse to the working of the collieries, and a second colliery was erected in 1826, when the Burmese war found constant employment for the *Enterprise*, the first steamer that went from England to India. Since then the demand has regularly increased, having been 150,000 maunds in 1826, and 1,000,000 in 1839, and it is expected it will exceed that amount this year by 100,000 at least. Attention has been also drawn to the project of using refuse coal in the burning of bricks, and it is calculated that at the present time about 150,000 maunds are thus annually consumed in the neighbourhood of Calcutta. Besides this, about 120,000 maunds are used in the manufacture of rum and sugar; and this ability of the colony to manufacture two such important articles by its own resources, and the probability of its great productiveness, with a fair trial, is used as a fresh argument in favour of the removal of the discriminating duties to which Indian produce is subjected, and against the removal of the labouring population by the emigration of the Coolies.

MINER ACCIDENTS.—On Saturday last two workmen came to their death, through the bursting of a boiler belonging to one of the Downland engines.—At one of the Penyarden patches, another death was occasioned by the falling of a mass of rock on a workman who was undermining it.—A little boy was dreadfully burned near Penyarden Works, through having slept too near to one of the mine kilns.—As R. Chirgwin was at work at Parkenoweth Mine, St. Just, a large "scale" of ground fell upon him, and so dreadfully crushed him, that there is no hope entertained at present of his recovery.—R. Jennings was killed in Ding Dong Mine, by a great mass of rubbish falling on him whilst at his labour.—On Monday last, at Overwood Quarry, Dalsert, M. Carr, while passing the edge of the quarry, by the slipping of a bank was precipitated to the bottom, and his skull and one of his legs so frightfully fractured, that after lingering three days insensibly, he expired on Thursday afternoon.—On Thursday week, a man named William Morgan was killed in a mine quarry at Beg-poor, by a large mass of earth which he was undermining falling upon him. The week before another unfortunate miner met his death while occupied in a level in a similar manner, the incumbent earth falling upon him, and literally crushing him to atoms.—On Saturday last a boiler burst at Cramburgh Pits, whereby John Smith, aged 49, and Morgan Jones, aged 13, were killed. The father of the boy is very much hurt, besides several other persons. The boiler, weighing ten tons, was carried to the distance of seventy-one yards.—A man, named David Williams, was killed in a coal level belonging to the Downland Company, by a quantity of coal falling upon him, besides several others very much hurt.—On Monday last, J. Bennett (a miner) was killed at Mr. Brocklehurst's Mine pit at Ardwick, by an immense stone falling on his head and neck.

ORIGINAL CORRESPONDENCE.

MINE SURVEYING.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In your valuable paper of last week, a writer started the inquiry, as to which of the arts or sciences was of the greatest importance in mining—and I think mention was made of geology, mineralogy, metallurgy, and chemistry; but, notwithstanding the high value of these, and many others, which are necessary and indispensable, I am free to state my persuasion, that the science of "mine surveying" stands paramount among the whole catalogue.

I am always encouraged, when writing for the *Mining Journal*, on recollecting that the Editor is a practical man, and the correspondent who brings the truth with him may assuredly calculate on having him for an advocate, although that truth may be directly opposed to the notions and prejudices of many of his readers. You and I, Sir, have had conferences together some hundred fathoms below the surface, and may fairly consider ourselves to be more deeply taught than some of our superficial critics, who can talk fluently of "how things should be done," but who never undergo the labour and hazard of examining for themselves.

I have been much engaged in mine surveying for nearly twenty years, and what I have seen, as well as heard, of the sad consequences of errors in mining operations, through false surveys, has confirmed me in the opinion I have already stated—namely, that ignorance, or an imperfect knowledge of any other branch of mining, is by no means likely to lead to such disastrous consequences as a deficiency in the all-important science of mine surveying. How many thousands of pounds have been wasted—weeks, months, and years lost. How many mines have been ruined and abandoned, through the same unhappy cause. Possibly, when these reflections meet the eye of your numerous practical readers, the remembrance will flash across the minds of many of them, where and when these destructive mistakes have occurred, and it may be, their faces will reddens, from the heartfelt conviction that some of these errors have been their own doing!

I have not the slightest intention of casting a wanton charge against a body of men whom I respect, and with whom I am much associated—the fault generally lies with their employers, who injudiciously impose on them a work for which they have never had proper opportunities or means of becoming qualified. Most of our excellent little army of mine captains have been "taken from the ranks," or, in other words, have been working miners from very early life—and it is generally acknowledged, that such ought to be the case; but then, it must also be allowed, that, with very few exceptions, their education must have been too much circumscribed to admit of their undertaking the important and scientific department of surveying.

I beg leave now to address myself to gentlemen, interested in mining, who have (as an indispensable part of a liberal education) a general knowledge of the mathematics, and, by briefly pointing out a few of the difficulties that present themselves in making an underground survey, they will admit, that the man competent to undertake this work ought to be a profound mathematician, and one of extensive practice in that peculiar department. Suppose a new vertical shaft to be put down from surface, and it is intended to expedite the work by driving cross-cuts, and rising and sinking from several levels at the same time—here it must be seen that an error in any one point would be a ruinous or disastrous affair; and, probably, the surveyor may necessarily have to pass down through a diagonal shaft, with a variable bearing and declination, and in which are a lift of pumps, and other iron work, then his course leads through eccentric levels, laid with tram or railroads, which render the magnetic needle useless—next, to proceed over, or through, irregular slopes, and to dial through winzes, where falls of water, rollers, and other obstacles, cause the taking of the angles and measurements, both difficult and dangerous—added to this, the annoyances of blasting, powder smoke, dead air, and other interruptions—known only to the miner—render the operation extremely difficult, and yet he has, or ought, to prove this extraordinary survey, and show to a demonstration (before a stroke is struck) that he is exact, and that all his points shall fall under the vertical point of the centre of the shaft at the surface, to a very few inches!!!

It is true, that all mining surveys are not attended with the difficulty represented in the above case, but the aid of trigonometry (that excellent branch of the mathematics) is essential, in almost every instance, where certainty is required.

It happens, most unfortunately for the welfare of mining generally, that miners have a dangerous method of performing their surveying (*alias* dialling) "mechanically," if that term will apply to it. Thus, they take the different drafts, or courses, of the windings and curves of the horizontal level underground, and then come on the surface, and, after finding a level spot, retrace or traverse there the several drafts taken underground; and, lastly, ascertain the bearing and distance from beginning to end. The circumscribed application and liabilities to error, by this most reprehensible method, are too glaring to require pointing out, and yet it is not uncommon, even in this great day of knowledge, to hear mining captains, who know no better way of dialling than this (which has proved so extensively injurious), boasting of their skill in this employment or profession. I say, and they will tell us what a capital dialling job they did once in such a mine, and they relate it as if they themselves considered it "a lucky hit," but not a word will they say about the many misuses they have made, which, if brought to light, would probably put them, not only "out of countenance," but "out of office."

It is well known, that, in most of our best mines, there are qualified men set apart, and exclusively devoted, to this momentous work, for the consequences of error in this department are too well known to experienced managers, to allow it to be intrusted to unscientific hands. It is in smaller, or new concerns—and especially in mines under the management or control of London directors—where those destructive blunders so commonly occur, and where every means of filling in, casing up, soling over, &c., &c., is taken to hide the disgraceful and injurious operations from the eye of the occasional inspector. These "penny-wise and pound-foolish" directors, who, in order to save a pound or two a month, rather than apply it for the invaluable services of a competent professor, to attend and make the necessary occasional surveys, and keep up the plans and sections, will hazard the destruction of the extensive property intrusted to their management.

I am, Sir, your obedient servant,

Callington, Dec. 3.

JOHN BUDGE.

Author of the *Practical Miner's Guide*, &c.

[We think our correspondent has said enough, and any comment on our part would be mere "surface" work.]

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—As the letter on mine surveying, which I sent you last week, will not appear in the *Journal* until the 12th, I avail myself of the opportunity afforded by the interval, of forwarding this short supplement for insertion, if you can allow space for it in your columns.

I had no thought about the proposed Mining School when I wrote that letter, but it has subsequently come to my mind, with considerable force, that the subject must tell strongly in favour of such an establishment in the opinion of all unprejudiced persons; but invaluable—to this country especially—as such a school would be likely to prove, I am not all surprised at the objections that appear to be raised against it. All men who have studied human nature, and have made that grand discovery, "the knowledge of their own hearts," are well aware of the self-love, ambition, pride, self-interest, vain-glory, prejudice, and a troop of such like shareholders, who legally claim a very considerable preponderance in it; and it is pretty generally "seen and allowed," that we Commissioners by no means fall short of our portion of these hereditary instincts, and, as in the human mind, like mining, a majority carries the day, how unlikely is it that "sound judgment," and "the general good," can have any chance against such a body of opposition!

I have been led into these reflections from a conviction that all the arguments which have been raised against this measure are unreasonable. I shall not attempt to go into the subject, knowing it is in much better hands, but I will just mention that I remember seeing in one of the *Commercial* papers the following interrogation put forth by one of its adversaries—"Will the miner use his dial better for a knowledge of geometry?" The question is most preposterous, and will find an answer in full above. But now, really, Mr. Editor, is it not a mortifying thought, that such a daring advocate for ignorance, or (which is the same thing), the contempt and exclusion of knowledge, should be found among us? I shall not be displeased at finding the subject taken up either by friend

or foe. The truth never suffers by agitation—it will shine through all the sophistry with which its assailants may endeavour to enshroud it—"facts are stubborn things," and will force their way through a host of prejudices, like fire through dry stubble.

In conclusion, we must allow that there does exist an unhappy tendency in the dispositions of most men—especially among the uneducated—to affect to despise or undervalue those acquirements which they themselves are deficient of; and it is also generally known, and felt, that there is a disinclination, amounting to aversion, in grown persons, to commence and persevere in a complex and difficult study—hence the lamentable lack of science among us as miners.

I am, Sir, your obedient servant,

Callington, Dec. 8.

JOHN BUDGE.

PROCEEDINGS OF PUBLIC COMPANIES.

CANDONGA MINING ASSOCIATION.

A special general meeting of the shareholders in this company was held at the offices, in Nicholas-lane, on Monday, the 7th inst.

JOHN CUTTLEY, Esq., in the chair.

The SECRETARY (Mr. G. H. Heppel) read the advertisement convening the meeting, and the minutes of the last meeting, which latter were unanimously confirmed. The following directors' report was then submitted.

REPORT.

It will be in the recollection of the proprietors, that in the report submitted to the half-yearly general meeting in July last, the directors stated, that the continued unproductive state of the Candonga Mine had induced them to send out instructions to the officers of the company to reduce their establishment, and their expenditure, within the narrowest limits, consistent with prudence, unless a hope which then existed, with reference to a mineral substance, of which a small quantity had been received here, should be abundantly realized. The directors further stated, that, when they had received full information from Candonga respecting this substance, they would call the proprietors together, for the purpose of submitting it for their consideration; they regret to have now to state that the hope then raised is utterly dissipated.

Desiring, however, to put the proprietors, as well as themselves, in possession of the best information as to the course it would be prudent to pursue, they placed all the plans and sections of the workings, recently received, together with all the reports received during the last twelve months, in the hands of Mr. John Taylor, with a request that he would give his best consideration to them, as a professional and practical miner, and report to them officially on the past, present, and probable future circumstances of the mine. The result of that gentleman's investigation is embodied in the following report:—

"I have very carefully read, and with assistance of the maps and sections, have studied the reports you have received from the mines from October 1, 1839, to July 2, 1840, all which are rendered more intelligible by the historical sketch of the operations at Candonga, contained in the reports by Captains Bailey and Rossow, dated 28th March, 1840.

"It appears, that the gold which these mines have produced has been found in branches in the jacotings, which branches have only been rich in a certain portion of the ground, which is found to dip in much the same manner as what are termed by miners 'shoots of ore,' usually do in regular mineral veins. This deposit of the precious metal might reasonably have been expected to have extended to a considerable depth, or even to have improved as it was pursued into the deeper portions of the jacotings; nor do I think that the cross-courses that have been found to intersect the branches were to be considered as unfavourable symptoms when they were first discovered, inasmuch as the most productive parts of mineral veins are commonly found to be continuous to the interruptions which, in most cases, accompany the cross veins. In reasoning thus, however, I do so from the analogy presented, and the experience derived from mineral veins in general, and it is possible that the deposits of gold in the Brazilian may be exceptions, and that a judgment derived from other sources would not be safely applicable in this case. The knowledge gained of late years of the Brazilian gold mines, at any rate, leads to the conclusion that, of all others, they seem to present the most uncertain and irregular results. However this may be, no other mode of forming a judgment at the time when these mines were undertaken, could be resorted to, but such trials as appear to me to have been carried on.

"These trials seem properly to have embraced two objects—first, to explore the known shoot of ore ground beyond the limits of the old workings, and to following it into places where water and other impediments prevented those who worked it before from pursuing it; and, secondly, to ascertain whether other surferous portions of the jacotings, or even to be discovered, according to a hope which might very reasonably be entertained. I regret to say, that it appears to me that these trials seem to leave very little reason to expect any advantage from pursuing them further.

"With respect to the first object, it seems to be proved that, while by several levels and cross-cuts the ore ground is not found to extend laterally or horizontally, so, by all the deeper workings, it appears that a change in the ground has taken place, becoming harder as the depth increased, and presenting less and less those favourable appearances from whence the presence of gold was to be inferred. With regard to the second object, the reports mention experimental researches on the jacotings vein, both in the direction towards the village, and over the other side of the hill, from which no discovery has resulted, not to mention the considerable space passed by the two adits.

"On the whole, I cannot find any reasonable prospects of advantage from pursuing operations to a further extent, and my advice would be to close the concern with as little delay as possible, unless, indeed, some important discovery should have been made before your orders should arrive—a circumstance which, although possible in such cases, I believe here to be highly improbable.

"I should add, that the mode in which the various trials for exploring the ground has been carried on, seems to me to be such as to have fully and fairly examined every part that offered any prospect of discovery; and, looking at the extent of work done, and the time occupied, I should think that due attention to economy has been observed.

The directors have given their most deliberate consideration to the report of Mr. John Taylor, as they had already done to the documents on which it is founded; and it is with regret they have come to the conclusion, that there are no longer any prospects which would justify them in making further calls upon the proprietors, and that prudence dictates the winding up the affairs of the company, while assets still remain subject to meet all the liabilities of the company. The directors, testifying their consent and approbation that the company be absolutely and forthwith dissolved, and which they now submit and recommend to the proprietors, for the sanction of their consent and approbation.

The CHAIRMAN said, there was but little that he could state on the present occasion; six years since, on their first working this mine, they found gold much sooner than could have been expected, and had induced them to hope that it would have turned out a profitable speculation; it had, however, disappeared as sudden as the first finding it was unexpected, and, after many months of fruitless labour, and after prosecuting search after search in vain, they had been compelled to the conclusion that it was to the interest of the shareholders that the company should now be dissolved. It was painful for the directors to call the shareholders together for such a purpose, but having all along endeavoured to promote the best interests of the association, they could not, under present prospects, conscientiously call upon them for additional funds, as there was not sufficient inducement, from the indications of the workings, to warrant them in so doing; in confirmation of the views taken by the directors, Mr. Taylor's report, which had been embodied in that of the directors, would convince the meeting that they had made every inquiry before taking the present step.

In answer to a question from a proprietor, the CHAIRMAN said, after the payment of all expenses, there would be a surplus of about, say \$5000, to divide among the shareholders, or about 15s. per share.

Some discussion arose as to the wording the resolution in such a manner as to leave the directors open to carry on the workings, should any unexpected news arrive of any fresh discovery.

Mr. FARRINGTON (the solicitor in the association) said it was impossible they could come to any conditional resolution, they must entirely dissolve the company, or the property on the mine could not be put up for sale; should such a fortunate event happen, as a fresh discovery, likely to pay for working, they could then take steps for reforming the company, and working the mine.

The following resolution was moved by Mr. KINGDON, seconded by Mr. LITTLEWOOD, and carried unanimously:—"That the directors' report, now read, be received and adopted, and that the recommendation therein contained, that the association be forthwith and absolutely dissolved, be acted upon."

Mr. GOLDAMIER inquired what would be done with those shares which had not received the dividend of 30s. per share?—The CHAIRMAN replied, that all holders of the unregistered shares, on paying their call, and signing the register, would be entitled to that dividend, as well as to whatever other advantages might arise.

Mr. WILSON inquired what was the number of forfeited shares?—The CHAIRMAN said 367.—Mr. FIELD recommended that, instead of forfeiting those shares, legal proceedings should be adopted to compel the payment of the calls.—Mr. FARRINGTON considered that, although the deed gave the directors power to forfeit shares, those in question were not yet absolutely forfeited.

It appeared the general opinion of the meeting that it should be left to the directors, to take what steps appeared most advisable for the best interests of the company.

Thanks were then voted to the directors, for their continued and anxious attention to promote the success of the association. The chairman replied, and the meeting adjourned.

The special meeting, to consider the resolution passed at this meeting, for the dissolution of the company, was fixed for Monday, Jan. 19.

will require a little explanation, and we may, therefore, here observe, that the company possessing a tract, or, rather, three distinct coal-fields, comprehending together 2500 acres, propose to export coals to a considerable extent, there being, in the Cwm Avon Colliery alone, no less than twenty-five seams, or veins of coal, giving in the aggregate above seventy feet in thickness, and calculated to produce, at the depth of 120 yards, no less a quantity than 11,000,000 tons—a shaft having been already sunk one-half that depth, and several levels driven—and, from the two other collieries, an equal (if not greater) quantity may be expected.

It may be assumed, then, judging from the extent of the coal trade at Cardiff, Newport, and Swansea, that at least 150,000 tons will be shipped annually—and, probably double that quantity from the collieries belonging to the property, when the trade of the port is fully established—so that, should the make of copper be only 100 tons a-week, the quantity of ore which would be taken up as back carriage would form but a small proportion to the weight of coal taken down, while the coal used in the smelting works, which might be fairly estimated at 90,000 to 100,000 tons a-year, is saved the cost of carriage.

This objection is, therefore, met, so far as Cwm Avon is concerned, while the locality of the Forrest Works is in the immediate vicinity of those of Messrs. WILLIAMS & Co. and Messrs. VIVIAN, having attached thereto the Graigola Colliery. It is not our province to enter into details, which affect only those interested, and who will, doubtless, satisfy themselves on the several points of vital importance which are involved in the establishment of a company of this nature. We have already carried our remarks to a more than usual length, and it is only in justice to the parties, in retracting the opinions we had previously advanced, so far as was necessary, that we have extended our observations. We have endeavoured to place the subject in its fair and proper light before our readers, and shall again, in our next, notice the subject, when minor points may be discussed.

The report of the accountant appointed by the LORD MAYOR to examine into the accounts of the "British and Australasian Bank," will be found in our columns of to-day—and, truly, a more perfect illustration of the system too frequently adopted in the construction and management of Joint-Stock Companies could not be afforded. The report itself is so complete, that it requires little remark—it carries with it its own comment; and we can only say, that, with cases of this nature (with which may be classed the veritable "Talacre Coal and Iron Company," we are only surprised that the parties who have been duped—we might even say awildered—out of their money do not at once proceed in a criminal court against the parties. Plunder on this wholesale scale must not only be made public to the world, but the delinquents should be punished. Surely, when Justice awards seven years' transportation to the culprit, whose crime is the abstraction of some trifling article—for which his poverty and necessities might plead an excuse—men of supposed probity, and whose position in society enable them to perpetrate frauds in a wholesale manner, will not be allowed to escape. We must, however, to the case in point, passing over the absence of any deed of settlement being executed, which the directors seemed to consider quite unnecessary, although the lawyer had, very properly, drawn up one, so as to perfect his bill of costs, we arrive at the balance-sheet, in which this item appears—"first dividend, 10166l." Here, then, is a bankrupt company—the shares in which, even those held by the directors, have not been paid upon—who receive deposits and issue their notes on parties either not in existence or not to be found—who refuse to pay orders drawn upon them by their accredited agents—paying dividends as from the profits acquired by the employment of capital—a capital stated to be 1,000,000l., on which the whole amount paid does not exceed 58,000l., while upwards of 20,000l. is due from the directors and others as instalments on their shares—thus reducing the actual capital to something like 35,000l. This, however, we believe, is not the only instance where dividends have been paid, with the view of bolstering up the concern and giving to it a false credit. We cordially agree with Sir P. LAURIE, who, in the course of the inquiry, observed—"It was most important that an inquiry of this kind should be instituted, and wished that half the companies instituted within the last few years, and by which the public had been enormously gulled, were inquired into." Such is our wish, and, amongst others, we should take care not to let Insurance and Loan Companies escape. We now approach the board of direction—"all honorable men"—first, the managing director (whose brother is missing): he appears to be indebted to the company in no less a sum than 7540l. 4s. 5d., and yet he has the unblushing effrontery to appear in a public office for the administration of justice when a report of this nature is presented. Now come we to the other "honorable" directors—each of whom is debtor to the bank on account of instalments due on their shares, excepting Mr. J. B. GORDON, who appears as a creditor. Two of the directors never held a share—and thus is the public to use Sir P. LAURIE's expressive term "gulled," or, as our friends in the Sister Isle would say of the Talacre Company—"humbugged." We have not space to enter into the merits of the question, but may well refer to the report, as being sufficiently explanatory.

SECURITY OF JOINT-STOCK BANKS.

The recent failures of private banks have directed general attention to the perfect security, as it is held out to be, of joint-stock banks; but the public should be aware at the same time, that it is quite possible in the present state of the law to have so many impediments thrown in the way of creditors, on the failure of a joint-stock bank, as to render this fancied security nearly nominal. The Act 6 George IV., passed to enable large companies to carry on the business of banking, was thought to afford sufficient protection to the public by enabling creditors to sue the "public officer" of the bank, and having obtained judgment against him, to take out execution against any one of the proprietors. As the proprietors are directed to be registered judicially, there would necessarily be no difficulty in selecting a solvent person against whom legal proceedings might be taken. Had the spirit of the Act been carried into effect, the public would, it seems, have been sufficiently secure, but the wording of the Act has operated so as to throw impediments in the way of any proceeding by creditors. These judgments had been obtained in the case of the Imperial Bank against the "public officer," and the Court of Exchequer, Bench was moved to allow execution to issue against the registered proprietors; but it was decided, after much delay, that a fresh action (legally a *scire facias*) must be brought, to ascertain whether or not the party ought to be charged as a partner. The creditors afterwards followed that course, and brought the *scire facias* against several solvent registered proprietors, when it was objected that these were not responsible until the proprietors at the time of obtaining judgment (perhaps different parties) had been proved insolvent, and this argument prevailed. As the great guarantee which the joint-stock banks offer to the public for security is the number of persons liable to the depositors, a state of the law which renders it almost impossible for a creditor to recover against any individual proprietor must be fatal to their pretensions on the score of credit and security.—Times.

LATEST INTELLIGENCE.

REBUTTS, Dec. 10.—Average standard, 1196 13s.—Average produce, 8.—Average price, 6d. 16s. 6d.—Quantity of ore, 2511 tons.—Quantity of fine copper, 201 tons 12 cwt.—Amount of money, 17,223 3s. 6d.—Average standard of last sale, 1296 6s.—Produce, 7 1/2.

BANK OF ENGLAND.—QUARTERLY AVERAGE OF THE WEEKLY LIABILITIES AND ASSETS, FROM SEPT. 15 TO DEC. 8, INCLUSIVE:—

LIABILITIES.	ASSETS.
Circulation £16,445,000	Securities £72,075,100
Deposits 6,337,000	Bullion 3,511,000
£22,782,000	£75,586,000

EXPORTATION OF THE PRECIOUS METALS.—The exportation of the precious metals from the port of London to foreign ports for the week ending the 3d inst., was as follows:—Silver coin to Hamburgh, 33,000 oz.—Gold coin to Calcutta, 150 oz.

LONDON AND CROYDON RAILWAY.

An especial general meeting of the shareholders in this company was held at the London Tavern, Bishopsgate street, on Tuesday, the 8th inst., for the purpose of taking into consideration the agreement proposed to be entered into for the joint occupation of the existing Croydon station at London-bridge by the Croydon, Brighton, and South-Eastern Companies.

W. A. WILKINSON, Esq., in the chair.

The proceedings having been commenced in the usual way, the SECRETARY (Mr. Young) read the report of the directors; to which was added a very long correspondence on the subject of the toll payable to the Greenwich Company.

The CHAIRMAN stated that the total sum expended on the station had been, as nearly as could be ascertained, 111,500*l.*; of which sum the Brighton and South-Eastern Companies were each to pay a third part, by four instalments, three of them payable in the course of next year, and the other within six years from the date of the agreement—the purchase-money bearing interest at 5 per cent. in the mean time.

The agreement was read, and stated in effect that the station should be solely under the control of nine managers—three chosen from the direction of each company; and that these managers should receive among them an annual allowance of 1000*l.*, the Brighton and South-Eastern Companies covenanting not to concur in any new line having a terminus within half a mile of the present terminus at London-bridge. All future outlay in respect of the station to be equally borne by the three companies.

Mr. ADAMS objected to this last clause, and contended that the companies should bear the expense in proportion to the amount of their respective traffic.

It was answered, that the Croydon Company would participate in the benefits derivable from the traffic of the other companies passing over their line. The meeting seemed to consider the arrangement a most favourable one, and, after some discussion on minor points, it was unanimously adopted. It was stated that Messrs. Wilkinson, Roberts, and Baines, were to be the three managers on the part of the Croydon Company.

The CHAIRMAN then entered into a long detail of the steps which had been adopted to procure a modification of the toll paid to the Greenwich Company. The Greenwich directors had declined to make any alteration, and the consequence was, that it was found necessary to raise the Croydon fares. The result had been, that the traffic had fallen off to the extent of 34,000 passengers in four months as compared with the corresponding period of the preceding year, but the Croydon Company had saved 400*l.* in the amount of government duty and Greenwich toll. The chairman enlarged upon the advantages which would accrue to both companies if the toll were lowered, and hopes are entertained that some arrangement may yet be come to.—The report was unanimously adopted.

The CHAIRMAN adverted to the attacks made on the company by the *Times* daily newspaper, because assistant engines are used in pushing trains up the incline at New Cross, instead of being placed in front. The *Times* had contended that the practice was dangerous and unusual. In proof that it was not unusual, letters were read showing that the plan is daily adopted on the Liverpool and Manchester and other principal lines, and to show that it is not attended with peculiar danger, a report from the engineer was read, which stated he had, with the chairman, deputy-chairman, and Mr. Baines, tried an experiment, for the purpose of determining practically the effect of the assistant engine—a train of five laden coal waggons was drawn by the Croydon engine, and assisted by the *Hercules* in the rear. On attaining twenty-two miles per hour the steam of the leading engine was suddenly cut off, which caused a strong reaction, the whole weight of the train thrown back, and reduced the speed to fifteen miles an hour; the steam was then shut off from the *Hercules*, when she instantly separated from the train, and stopped in less than her own length. The same train, without the assistant engine, reduced from twenty-two and a half to fifteen miles an hour, stopped in 7-32nds of a mile. This experiment shows that any stoppage of the train is instantly felt on the hind engine, which may be stopped before any injury can arise from its overturning the train, and that the velocity after the steam is shut off, is the same with or without the assistant engine.

It was stated that the Croydon line had been remarkably free from accidents. A model of a machine for lessening the force of collisions was exhibited; it is the invention of Mr. Moses Ricardo, of Brentford.

A vote of thanks was then passed to the chairman, who made his acknowledgments, and the meeting (a large and respectable one) broke up.

PRESTON AND WYRE RAILWAY, HARBOUR, AND DOCK COMPANY.

The half-yearly general meeting of this company was held at the company's offices, King William-street, City, on the 30th ult.

HASTINGS ELWYN, Esq., in the chair.

The CHAIRMAN, in opening the proceedings, said, the report has been drawn up with so much care, that it will be quite unnecessary to enter into any preliminary details. The present meeting is called in pursuance of the Act, and for the purpose of conveying to the shareholders all the information which it is in the power of the directors to supply.

The directors' report was then read, and was well received by the meeting. It stated that the line was opened on the 16th July, and the traffic had exceeded their most sanguine expectations; the number of passengers for the first three months, to October 17th, were 85,505—one of the largest amounts ever conveyed upon a railway, soon after its opening, less than twenty miles long; that the original calculation, independent of those by the Irish and Scotch steamers, was 15,000 per annum, while they had carried more than 90,000 the first month; that the demand for building land at Fleetwood was unprecedented, and a vast number of houses, hotels, and lodging-houses were being built; that they had the satisfaction of announcing to the shareholders the approaching completion of the first portion of the harbour improvements by the completion of the two shore lighthouses, and of the first cutting of the Strait Channel from sea into the harbour—the former of which will be lighted, and the latter opened, on the 1st of December, as explained in Captain Denham's report, to which the directors beg to refer for the details of this and of the other harbour improvements.

The report of Messrs. Stephenson and Routh (the engineers) was then read, and also Captain Denham's report of the progress of the harbour, which gave a very favourable account of the state of the works under completion, and the stability and complete working order in which the railway now remained.

It was then moved, and carried unanimously, that the reports just read be received and adopted.—Under the provisions of the act, six of the directors retired from office, but were re-elected.

Mr. WAILES wished to know whether the company had obtained any traffic, either by steam boats or otherwise, from any of the ports on the coast of Ireland? He thought it highly desirable.—The SECRETARY said, that several overtures to that effect had been made to the company, respecting the establishment of steamers from Drogheda and Belfast, and they were only waiting the completion of the port arrangements to carry it into effect. It was probable it would not be done until the spring, on account of the advanced state of the season. In the spring its accomplishment was certain. Propositions have also been made for a steam communication, by parties from the Isle of Man, Glasgow, and the Irish coast.

It was proposed by Mr. PHILPOTTS, seconded by Mr. WAILES, and carried, that the directors be empowered to carry out the junction of the Lytham and Blackpool Railway, and for employing all facilities for effecting an object so desirable.

It was understood, from replies to questions, that this undertaking would entail an expense upon the shareholders, but tend materially to their profit, by the traffic they would derive from other great railway arteries.

The CHAIRMAN, in reply to a question from Mr. Philpotts, respecting the gross amount of shares, stated, that the old number of shares taken amounted to 2600*l.*; the number taken at 25*l.* was 3423—leaving 3377 still remaining on hand. The directors had avoided issuing the shares at a diminished value of 25*l.*, but rather borrow money wherever it could be found, in expectation that these shares would rise considerably in value.

Mr. PHILPOTTS thought it showed the consideration of the directors for the old shareholders, and trusted that no more 25*l.* shares would be issued, but that they would rather be issued at a premium of 20*l.*—The CHAIRMAN said the directors were quite willing to do so. The degree of good fortune which has attended this concern has been mainly attributable to the unexampled munificence and liberal spirit of almost one individual.

Mr. PHILPOTTS hoped they would soon be able to testify, other than in mere words, the sense they entertained of such great liberality.

A motion was then carried—"That the accounts be audited, and laid before the shareholders in the ensuing week."—In answer to a question, the SECRETARY stated that the present traffic was paying 6 or 7 per cent.

ASSAM TEA COMPANY.—The late accounts from China represent this company to be proceeding prosperously. They are building a small vessel at Houlah, for the purpose of running up the Assam river to the tea plantations, and bringing cargoes of the herb to Calcutta. They have also imported a saw-mill, intended for their settlement in Assam.

RAILWAYS OF GREAT BRITAIN.

In entering upon a brief review of the progress of railways in 1840, it is curious to look back on their eventful history during the short period of ten years. In 1830, public attention was directed to the interesting experiment then about to be tried; the Liverpool and Manchester Railway was drawing near to completion, and there were not a few who looked forward to its success as the means of introducing the boldest improvement in the means of communication that England had ever received. But perhaps the most sanguine of those who foresaw the advantages of the railway system, would hardly have ventured to predict for it a progress so rapid as that which it has actually achieved. Without noticing the extensive railway operations of America and the continent of Europe, it appears that since the opening of the Liverpool and Manchester Railway, in September, 1830, upwards of 1100 miles of railroad for the transit of passengers and merchandise by means of steam-power, have been constructed and brought into operation in this country, and that nearly the same length is now in progress, the investment of capital in these improvements amounting to 60,000,000*l.*

As several of the principal railways are yet incomplete, or have been opened so short a time as not to allow their traffic fully to develop itself, it would be premature to form a judgment at present as to their ultimate success. The returns of those lines which have been longest in operation, give some idea of the astonishing extent to which the public already avail themselves of the facilities of railway travelling. On the chain of railroads connecting London with Birmingham, Liverpool, Manchester, and Preston, which, with the branch to Aylesbury, amounts to an aggregate length of about 260 miles, the total receipts from July 1, 1839, to June 30, 1840, were 1,467,562*l.* 19*s.* 8*d.*; the expenses during the same period, including interest on borrowed money, being 820,893*l.* 19*s.* 10*d.*, or nearly 56 per cent. This gives an average daily income of 4020*l.* 14*s.* 4*d.*, or 15*l.* 9*s.* 3*d.* per mile. Owing to the completion of tributary lines, and other circumstances, it is probable that the year 1840—1 will be more productive than 1839—40, especially to the London and Birmingham Company, whose receipts in ten consecutive weeks ending September 5th, 1840, exceed, by more than 21 per cent., those of the corresponding period of 1839. During these ten weeks, which embrace the most profitable portion of the year, this company's income was 174,328*l.* 2*s.* 5*d.*, or 2490*l.* 8*s.* 0*d.* per diem, which is at the rate of 20*l.* 18*s.* 6*d.* per mile, upon 119 miles, the length of the main line, and the Aylesbury branch, the returns for which are not published separately.

The *Companion to the British Almanack*, from which we take these particulars, gives a list of 135 railways, in a tabular form, exhibiting their course, dates of their several Acts, date of opening, branches, length in miles, present capital, sort of power used, and general remarks, especially the gauge of the rails. The article then continues:—

The railway openings of 1840, which far exceed in extent those of any previous year, may be classed as follows:—

Lines partially opened previous to, and completely in, 1840.		
	Total length.	Opened 1840.
Dundee and Arbroath	16½	18
London and South-Western	7½	18
Midland Counties	87	41½
York and North Midland	27	12½
		72½

Lines entirely opened in 1840.		
	Total length.	Opened 1840.
Preston and Longridge	10½	2
Leicester and Preston	20½	144
North Midland	72½	204
Hull and Selby	30½	8½
Preston and Wyre	19½	14
Kilhampton	12½	20½
		207½

Lines partially opened before, and further so during 1840.		
	Total length.	Opened 1840.
Eastern Counties	136	7
Great Western	117½	174
Glasgow, Paisley, Kilmarnock, & Ayr	67½	40
Manchester and Leeds	56	41
		27½
		108

Lines first partially opened in 1840.		
	Total length.	Opened 1840.
London and Brighton	61	54
Manchester and Birmingham	74½	40
Birmingham and Gloucester	65	40
London and Blackwall	34	34
Maryport and Carlisle	28	74
Glasgow, Paisley, and Greenock	23½	94
Northern and Eastern	30	18
Taff Vale	41½	14
		941

* Including 44 miles joint line between Glasgow and Paisley, &c. deducting which, the total is

The total length of railway brought into operation in the year, down to the early part of October, is about 482½ miles, which will probably be increased to more than 500 miles before the end of December.

WHITEHAVEN AND DUBLIN COAL TRADE.

Great complaints are made by all parties interested in the export of coals from Whitehaven to Dublin. The trade was never known to be so dull or profitless as at the present time; the price has fallen 1*s.* per ton at Dublin (now the only market), and the sale at that rate so slow as to prevent the possibility of any gain accruing to the shipowners. The cause of the stagnation is variously accounted for. Lord Londsdale's agents ascribe the slow sale of his lordship's coals to an unusual supply of turf in the Irish market, while others attribute it to the effect of the agency system in Dublin (upon the probable ill effects of which we had occasion to remark some time since), and others to the increased competition from the northern ports, and more especially to the vigorous activity of the shippers at Maryport, since the opening of the Maryport and Carlisle Railway. Be it from whatever cause it may, the trade of Whitehaven appears to be in a most deplorable condition. The Editor of the *Whitehaven Herald*, after lamenting on the state of distress to which every branch of industry in that port has been reduced, thus feelingly argues on the probability, should his suggestion be adopted by Lord Londsdale, of the return of happiness and prosperity to a town in which his lordship is so largely interested:—

"Let his lordship strike off 5*s.* per wagon from the cost of his coals at this side, and all parties will be immediately benefited. Who can raise coals so cheaply as Lord Londsdale, or sell them so advantageously at a reasonable price? No proprietor of mines in this quarter can compete with him, yet, notwithstanding all his advantages, his agents, by their want of comprehension, liberality, and commercial tact, are likely to permit him to be run off the road, to his own incalculable loss, and at the sacrifice of the greater part of the immense capital at present employed in the conveyance of coal to market, and to the discomfort and ruin of a large community dependent, in various ways, for their existence and well-doing, on the manner in which the noble earl may be advised to deal with the vast resources at his command. We trust in God that our humble voice may reach Lord Londsdale's ear, and be the means of inducing his lordship to make such a large and liberal reduction in the price of his coal as will place our trade on a permanently free and secure foundation, and so prevent the diversion of thousands of capital into distant channels, and save thousands of our townspeople from perpetual anxiety, and want, and ruin. Our harbour would soon be again crowded—our quays become the busy hives of industry—our seamen looking cheerful, being well paid—their families comfortable—the vessel owners all smiles over, projecting new ventures—and, in short, the whole aspect of the town would become transmuted from creeping listlessness and trembling apprehension to a scene of thriving commerce, and of active, busy, bustling enterprise."

IRON WORKS AT LUXBOROUGH.—The manufacture of iron is advancing with great spirit at Luxborough, near Minehead, Somersetshire, where extensive mills, ponderous tilting hammers, and vast smelting furnaces, have been for some time past erecting, and are now nearly completed. The quality of the ore, raised in the Brendon Hill, has been well tested, and found to be of superior quality; one of the large manufacturing houses at Sheffield, it is said, has taken off the entire quantity on hand, and contracted for the purchase of all that may be made within the next twelve months. A new method of smelting has been adopted at these works, from the patent of Mr. Sanderson, of Sheffield, the process of which is highly advantageous, from the celerity and economy combined in the operation. The whole of the machinery, which is of beautiful construction, has been erected by our scientific townsmen, Messrs. Richards and Blake. The neighbourhood of these works has, in consequence of the number of workpeople employed and the busy scenes of their labour, assumed a vivacity of character in perfect contrast to its former noiseless monotony.—*Thames Courier*.—[We should feel obliged, if some correspondent would furnish us with a description of the smelting process referred to.]

STEAM COMMUNICATION WITH INDIA.

An earnest desire is expressed in many quarters to see the great question of communication with India brought to a satisfactory termination, and in the mode of accomplishing this to have special care taken that neither the Government nor the East India Company are released from the obligations they entered into with the country in regard to management of that communication. Of the origin of these obligations a brief retrospect may be useful. As far back as 1835 a committee was in action whose chief object was that of urging the Government to take up this matter, and it was in 1837 that the Ministry, being hard pressed by this committee, backed by private representations and remonstrances, referred the proposal of the committee for consideration to the East India Company, who, in February, 1837, after "maturely considering" the subject, reported that as—"We are of opinion that, in order to insure the efficiency and permanency of steam communication with India, it should be established and maintained by Her Majesty's Government and the East India Company." This plan was assented to, and the committee having effected their main object, did not interfere further. There have since arisen two companies who are desirous of undertaking this project, between whom an attempt at a coalition has recently been made, and, according to present appearances, with every prospect of bringing it to bear; and what is now desired on the part of those merchants and others deeply interested in the issue is, that measures should be immediately taken to investigate and arrange matters of such vast interest and importance in a mode calculated to afford the most entire protection to the public. Above all, the danger should be most carefully guarded against of allowing this line to be monopolised by any set of men, who might hence acquire the power of dealing at their pleasure with the parties and interests concerned, of selling their services to the public at their own price, and even of neglecting their duties, if it answered their purpose to do so. To accomplish this end, it is held to be desirable that the Government and the East India Company should have cognizance officially of all the measures to be taken; and, further, that they should frame and superintend engagements to be entered into with these parties on the principle of the contracts made recently between the Government and the parties engaged in conveying the mails by steam between England, the Americas, and the West Indies. While a doubt existed as to the ability of any company to engage in this great and important object, it was useless to consider what was required for the public protection; but now that private capital has at length assumed such a power of combination as to present the requisite means, the question presses for immediate attention and decision. The whole power certainly ought not to be given to any company, however powerful and well conducted, nor should the Government and the East India Company be released on any account from their original bargain with the public until it is clearly seen that it may be transferred with safety to other hands. All that can now be conceded is, that a company may engage in managing the intercourse with India only so far as concerns goods and passengers, for which, under the original bargain no provision is made, and it will be time enough after that has been put to the test of long experiment, for the higher powers to relax their hold upon this arrangement, and give up the mails themselves to other hands. It should be remarked, however, as a piece of justice, that the Government and the East India Company have never manifested the least disposition to shrink from their engagements with the public, but have held the companies at a distance, and given them no encouragement whatever. The trust has been well performed, and hence arises the greater necessity for caution in parting with it to other hands, after the propriety and policy of doing so are clearly ascertained.—*Times*.

BRITISH AND COLONIAL EXPORT COMPANY.

In the file of papers last received from Sydney, New South Wales, some notice appears, not of the most laudatory kind, of a joint-stock undertaking, entitled the "British and Colonial Export Company," situated in Leadenhall-street, and professing to give to persons intending to emigrate every degree of accommodation, including "advice." Nothing (remarks the Editor of the *Times*) can read better than their announcement, which, among other things, says that the "company" will have "a succession of first-class ships on the berth (?), and whose manager having recently resided in all those places (the chief Australian settlements and New Zealand), can afford every information as to the peculiar advantages of each particular colony. And where the parties are going out to settle as farmers, graziers, merchants, manufacturers, professional men, or capitalists, the manager will be happy to give them any advice required, both as to the outfit, purchases, and investments, before they leave England, as well as respecting their future plans and prospects after arrival; and if respectable, there will be no objection to furnish them with letters of introduction to persons in the colony, who will be of great assistance to them in forwarding their respective views. For the accommodation of their passengers, the directors of this company will also grant letters of credit, and transmissible on their agents in any of the above colonies for sums under 100*l.*, without any charge whatever."

In the *Sydney Gazette*, which quotes the prospectus, this affair is designated as "all moonshine," and seeing that it is calculated, if fraudulently concocted, to mislead most injuriously persons intending to emigrate, and inclined to put trust in such fine promises, we have made some inquiry in the city on the subject, and find that, if these "directors" have done any business at all, they must have been singularly secret and circumspect in all their proceedings, since no one seems to be aware, either at Lloyd's or elsewhere, of their having yet sent out a single ship to Australia or New Zealand. Now, if a false pretence is set up in one respect, there is just ground for suspecting the same thing in others, and though no serious consequence may follow the omission to send out ships, &c., according to the expectation held out, much harm may be done to ignorant and careless persons in leading them to trust their money to parties who may give them in exchange bits of paper, which, when they arrive at the end of their voyage, may be found to be worth nothing. No class of men so much want protection in general as those who emigrate, and they are the class above all others to whom any deception must be fatal and irremediable. This notice is especially put forth, therefore, on their account, that they may be prevented from placing any confidence in such a company without first making the most careful and rigorous inquiry.

In reference to the above statement, "A Shareholder," in the *Times* of Friday, remarks, that "the British and Colonial Export Company is a very quiet, respectable, and unassuming affair, doing a small, but profitable, business with the Australian colonies, and is not at all deserving the vulgar and illiberal remarks of the *Sydney* editor, inasmuch as they have already dispatched goods, or influenced passengers, by nearly fifty vessels to Australia in little more than twelve months."

PLYMOUTH, DEVONPORT, AND EXETER RAILWAY.

On Wednesday last a meeting of the shareholders in this undertaking took place at the Guildhall, Plymouth. The Mayor of Plymouth in the chair. The business was to make the preliminary arrangements for the election of directors, as the amount of capital required to constitute the company has been raised. It was resolved that at all future meetings every proprietor of one share should be entitled to one vote, a proprietor of five shares to two votes, of ten to four votes, twenty to eight, and for every ten shares above, one vote. That shareholders should be able to vote by proxy, and that a firm should be represented individually or collectively at pleasure. With reference to the qualification of directors, some difference of opinion was also expressed. It was proposed that all persons holding twenty shares should be eligible for the office of directors.—Mr. Fox proposed a resolution, recommending the directors to investigate the best line between Exeter and Plymouth; and he took the opportunity to disabuse the public of an impression which had gone abroad that Rendel's line, across Dartmoor, would be adopted; for, on the contrary, the plan of the railway remains to be decided, and it would be the first duty of the directors to discover the best line of road without reference to the opinions of Mr. Rendel. Some other resolutions were also adopted; but, as we are sorry to add, that the speakers bore testimony to the comparative apathy evinced by the inhabitants of the three towns towards this important and useful undertaking. The capital now subscribed amounts to between 60,000*l.* and 70,000*l.*—*West of England Courier*.

THE YORKSHIRE DISTRICT BANK.

This company have made a call of 5*s.* per share, two instalments of 2*s.* 10*s.* each, and have accompanied it by the following circular:—"The directors of the Yorkshire District Bank think it right to inform the shareholders, that they have not made their call in consequence of additional losses; but entirely from a conviction, that the interests of the proprietors will be best promoted by placing the bank in such a position, that if any measures be adopted by Parliament, affecting the circulation, or any steps taken by the Bank of England which may influence the currency, this bank may be rendered independent of any such circumstances. To attain this object it has been considered more prudent to make a call, than to oblige many of the customers of the bank to realise their securities; this, in the present depressed state of trade, could only be done at a considerable sacrifice, which in some cases would fall upon the bank. The directors have come to the determination not to extend the business of the bank, either at the head office or at the branches. Its affairs are under their most vigilant superintendence, and through the exertions of their present manager, it is returning as quickly as might be expected to a sound and healthy state. The directors have also taken measures to lessen the general expenses of the bank, a considerable reduction has already been made, and they have determined to exercise the strictest economy and circumspection in every department."—*Sheffield Iris*.

RAILWAY COMMUNICATION BETWEEN LIVERPOOL AND HULL.—The last link in the chain of railway communication between those great seaports will be completed on the 21st instant, by the opening throughout of the Manchester and Leeds Railway.

PURCHASES OF COPPER ORES AT REDRUTH

See COAL MARKET TABLE will be found in the fourth page.

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JOINT STOCK BANKS

Shares.	NAME OF COMPANY.	Amount of Shares.	Amount paid.	Price.	Per cent. paid.	Time.
25,000	Agric. & Com. of Ire.	25	10	—	—	—
15,000	Australasia	40	40	50	5	Jan.
5,000	Ditto (New)	40	40	50	5	—
10,000	Birmingham Bank ..	50	10	25	10	Mar.
500,000	British Linen Co.	100	100	—	—	Dec.
20,000	British North Amer. ..	30	40	35	6	July
100,000	Commercial Engi.	5	5	50	7	—
	Commercial London ..	1000	100	100	—	—
20,000	Colonial	100	25	37	7	Jan.
3,000	Devon and Cornwall ..	100	25	45	8	—
3,000	Equitable Loan Co.	50	5	10	—	—
3,000	Glasgow City	50	10	10	—	Feb.
6,000	Hampshire	50	5	9	10	Aug.
10,000	Hibernian	100	25	21	4	—
4,000	Ionian State	25	5	1	—	—
30,000	London & Westmins.	100	25	25	6	Mar.
3,000	Lancaster	100	20	—	10	—
25,000	Liverpool	100	124	212	10	July
60,000	London Joint Stock Co. ..	50	10	13	5	—
40,000	London & County	50	10	9	5	Mar.
50,000	Manch. & Liver. Dis.	100	15	94	7	—
20,000	Manchester	100	10	94	7	Oct.
25,000	Manx, &c.	100	10	94	7	—

500 Northampsh. Union	25	5	14	14
000 North & South Wales	20	10	14	6

20,000	Natl. Bank of Ireland	50	174	154	6	Aug.
10,000	Nat. Provinci. Engl.	100	35	36	6	Jan.
10,000	Ditto New	20	10	104	—	—
80,000	Nor.&Cnt.B.ofEng.	10	10	3	5	Dec.
10,000	North Wilts.	25	3	119	7	—
20,000	Prov. Bk. of Ireland	100	23	453	8	July
4,000	Ditto New	10	10	17	8	—
60,000	Union B. of London	50	8	104	8	—
10,000	Union of Australia	25	20	39	10	July
10,000	Ditto New	25	3	11	—	—
20,000	W.ofEng.&A.W.Isls	20	124	154	4	—

600 Wilts and Dorset .. (15 | 8½ | 8½ | 6

STEEL LIGHT AND COKE COMPANIES				
000 Alliance	10	5	7	Sept.
500 Bath	20	18	22	10
000 Bradford	28	28	28	Sept.
000 British	40	18	184	15 May
000 Do. Provincial	40	18	184	15 May
928 Birmingham	774	774	99	30 July
400 Birm. & Staffordshire	50	50	764	4 Sept.
000 Brentford	50	50	16	4 April
250 Bristol	20	20	32	2 Sept.
250 Brighton	20	20	14	34 Feb.
471 Brighton, General	20	20	94	44 Nov.
000 Carlisle	25	25	105	64 July
000 Continent. Consolidat.	50	12	291	6 Jan.
050 Do. New	50	50	8	4 Dec.
240 Canterbury	50	50	85	8 Oct.
700 Chelmsford	50	50	42	4 Oct.
300 Cheltenham	50	50	85	8 Oct.
000 City of London	100	100	—	10 Sept
000 Do. New	100	78	150	10 Dec.
000 Coventry	20	29	24	—
200 Derby	50	50	—	—
180 Dover	20	20	17	8
600 Dudley	20	20	17	8
000 Edinburgh Coal Gas	25	25	—	—
240 Exeter	50	50	—	—
000 Equitable	50	50	19	3 June
000 European	20	15	118	6 Aug.
450 Glasgow	20	25	84	10
Greenwich Railw. Gas	—	1	—	—
000 Imperial	50	50	58	5
000 Iron, Hand	—	—	—	—

Ipswich	10
Isle of Thanet	25	20	184

250	Independent	30	39	49	6	Oct.
240	Leicester	50	50	—	—	—
750	Leith Coal Gas	26	20	—	—	—
100	Liverpool	242	242	375	17	—
	Do. N. Gas and Coke	100	100	187	—	—
	Do. (New Do.)	—	60	—	—	—
260	Maldstone	50	50	100	10	Feb.
300	Phoenix	50	39	33	4	June
279	Portsea	—	55	—	—	—
304	Poplar	50	50	—	—	—
300	Ratcliffe	100	80	63	5	Sept.
380	Reichardt	—	15	—	—	—

South Metropolitan ..	50	22	..	4
Sheffield		164		

00	Shrewsbury	50	10	—
20	Swansea	50	50	—
40	United General	50	47	33	8	Jan.
60	Warwick	50	50	50	5	Oct.
80	Wakefield	25	14	Jan.
50	Warrington	20	20	20	1	Oct.
00	Westminster Chartered	50	50	284	3	Dec.
00	Ditto New	50	10	114	128	Dec.
00	Worthing	50	50	..	5	Aug.
00	Yarmouth	—	—	—	—	—

2000

DOCKS.				
965 Commercial	100	100	68	3 July
East and West India				
Stock	160	160	98	5 Jan.
008 East Coast	100	100	67	5 Dec.
3104 5s 10 London	83			
Ditto Bonds			100	4
209 Bristol	147	147	742	24 Oct.
247 Ditto Notes				8 Nov.
570 Folkestone Harbour	50	50		—
000 Ditto Bonds				9
000 Grand Collier Docks	50	1	1	—
7252 Katharine	100	100	101	5 Jan.
000 Ditto Bonds				4 Oct.
000 Do. Bonds for 5 years				4 Oct.
500 Deptford Pier	20	2		

Southampton	30	16	11	..	-
London Steam	8th		101		

Do. Hammerworth	50	50	21	1	Jan
Do. Southwark w. new sub.	50	50	28	—	—
Do. New of 74 per cent.	50	50	15	12	Dec.
Vauxhall	704	704	28	198	Dec.
Waterloo	100	100	22	—	—
Do. old Annuities of 86.	60	60	20	225	Feb.
Do. new do. of 74	40	40	18	198	Feb.
Do. Ditto Bonds	—	—	—	8	Feb.

BRIDGES.

Birmingham	25	25	22	100	—
Colchester	100	100	—	—	—
East London	100	100	170	7	Jan.
Glasgow	50	50	—	—	—
Grand Junction	414	464	65	24	Jan.
Edinburgh Joint Stock ..	25	25	—	—	—
Kent	100	100	45	2	Jan.

WATER WORKS.

Birmingham	25	25	22	100	—
Colchester	100	100	—	—	—
East London	100	100	170	7	Jan.
Glasgow	50	50	—	—	—
Grand Junction	414	464	65	24	Jan.
Edinburgh Joint Stock ..	25	25	—	—	—
Kent	100	100	45	2	Jan.

Pool Boatle	120	120	320	10	Ja
River Land, Bridge					

Water Annuities	100	50	24	Oct.
Manchester & Salford	100	50	25	Mar.
Portsea Island	30	50		
Portsmouth & Faringham	50	50	21	1
Ramsgate	10			
Westhall, late St. Louis	100	100	5	Dec.
West Middlesex	63	62	101	4
York Building Co. L. P.	100	55	17	14
ROADS.				
Archw. & Kent Tn.	30	80		7
Barking	100	100	22	1
Commercial	100	100	75	6
Dr. East India Dock Br.	100	100	5	3
Great Dover St.		75		1
Highgate Archway		20	2	1
New North Rd. Stock 1000 ..				
LITERARY INSTITUTIONS.				
Adelaide Coll. of Science	50			
London, w. Bazaar St.	75		16	7
London, University	100	100	8	

sell	25	25	6	-
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